

DEC 19 33 A



# ATLANTIC FISHERMAN

VOL. XIV

Registered U. S. Patent Office  
DECEMBER, 1933

NO. 11



## DOUBLE THE SERVICE *Proved by Actual Cost Record*

**C**OMPARATIVE tests made by large fleet operators who keep accurate cost operation records almost invariably prove that Columbian Rope is the most economical to use.

For example, one large Company, operating about a score of from 6000 to 9000 ton steam cargo carriers have records covering several brands of rope

over several years.

These records show that Columbian has given almost double the service of every other brand. If fishermen using cheap rope knew how much more that rope was costing them than Columbian, they would junk every line and change immediately to Columbian Tape-Marked Pure Manila.



Branches

NEW YORK

COLUMBIAN ROPE COMPANY

362-90 Genesee Street, Auburn, "The Cordage City," N. Y.

CHICAGO

BOSTON



NEW ORLEANS

# COLUMBIAN TAPE MARKED ROPE PURE MANILA

# "Fisherman's luck" often depends on Monel Metal Shafts



● "Riga", a husky trolling boat built for J. Leepen of San Francisco, by Menotti & Pasquinacci at Sausalito, Calif. The power plant is a 75 h.p. Cummins Diesel, driving through a 2½ in. Monel Metal Shaft. The "Riga" is 45 ft. overall by 13½ ft. beam by 5 ft. draft.

HAVE YOU heard about the advantages resulting from the use of Monel Metal sheet for lining fish holds on many vessels? Some of these advantages are:

1. The fish remain fresher because they are less subject to the danger of bacterial contamination and consequently bring a higher market price.
2. Less ice is required to keep the catch in good condition.
3. Monel Metal lined fish holds are easier to clean.
4. Monel Metal sheathing can be used over a backing of cheap tarred wood in place of the more expensive white pine.
5. Strong as steel with no coating to chip off, Monel Metal protects the hold against wear and tear.



● Monel Metal hull fastenings are available in all forms including nails, rivets, bolts and nuts, wood screws, lag screws, wire rope, banger bolts, etc.

● "Wind and weather" alone are enough to make the commercial fisherman's job a tough one. Personal safety is naturally a most important consideration...so the careful fisherman demands a boat that is sturdy and dependable from stem to stern—one that is built of the kind of stuff that can stand the gaff of heavy seas and rough going day in and day out!

That's why so many experienced fishermen rely on Monel Metal shafts to propel their boats...and Monel Metal hull fastenings to hold them together. They know that there's no substitute for Monel Metal's remarkable corrosion-resistance...its rugged strength and durability.

Monel Metal will not rust and it resists corrosion. Consequently, Monel Metal shafts never pit nor gall...never develop those pitted surfaces that cause excessive bearing and packing wear. Instead, they polish in with a mirror-like smoothness that all but eliminates friction. Moreover, they are tough and rigid with a sinewy, rolled structure that is flawless.

For maximum safety, and lowest upkeep cost, have your present boat fitted with a Monel Metal shaft...and your next boat put together with Monel Metal fastenings. You'll never regret the investment!



## MONEL METAL



THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

STALE FISH AT HALF PRICE ARE NO BARGAIN — NEITHER IS  
"CHEAP" ROPE — PROTECT YOUR CATCH AND YOUR SAFETY WITH



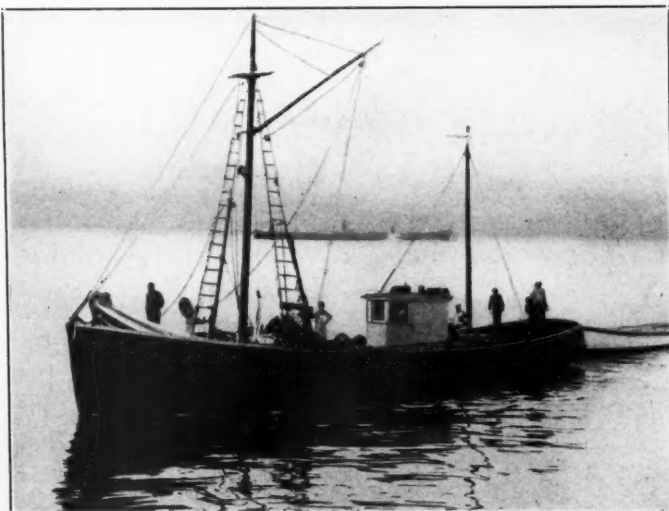
NEW BEDFORD CORDAGE CO.  
ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK  
MILLS, NEW BEDFORD, MASS.

BOSTON OFFICE, 10 HIGH ST.

CHICAGO OFFICE, 230 W. HURON ST.

# WOLVERINE



**"NAOMI BRUCE III"**  
Gloucester, Mass.

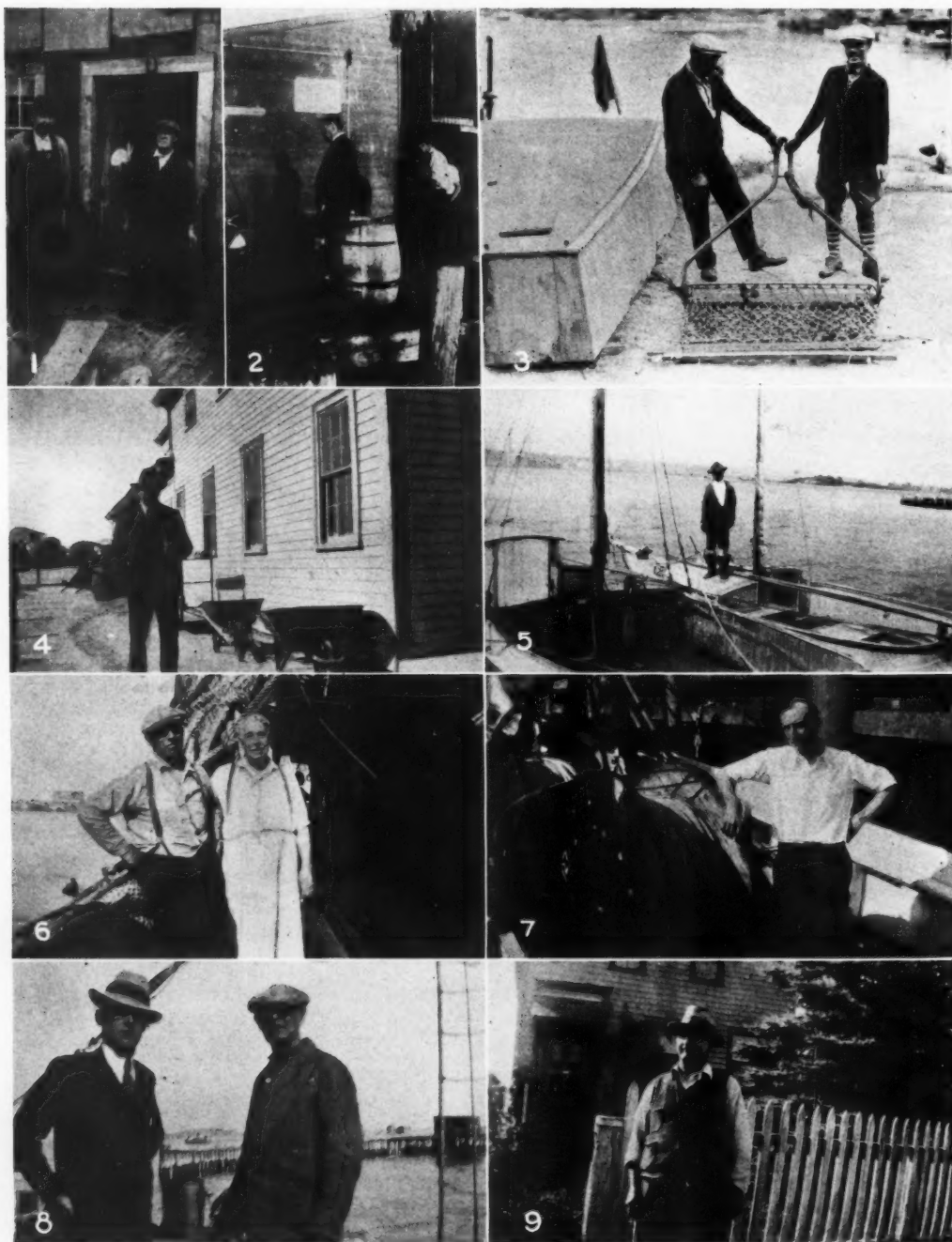
150 H. P. 4 cycle Wolverine  
Diesel Engine

**Positively Reliable, Simple  
in Operation, and Cheap  
in Maintenance—**

These are the features that appeal  
to the fisherman and  
The "WOLVERINE" has them all.

Write us for  
Catalog No. 135 and Proposal

**Wolverine Motor Works, Inc.**  
No. 1 Union Avenue Bridgeport, Conn.



### Here and There in New England

1. Frank C. and Frank P. Smith of F. P. Smith & Co., Jonesport, Maine, boat builders for 25 years. 2. John Carlson of Carlson's Packing Station, Stonington, Conn. 3. Edmund Wood of Stonington, Maine, and his helper demonstrating a scallop drag. 4. Ben Rooks of B. J. Rooks & Son, Warren, Rhode Island, growers and shippers of Pure Bay oysters. 5. Capt. Mariano Pachero, quohaug fisherman of Fairhaven, Mass. 6. The mate and the cook on the trawler "Fabia", owned by John Chisholm Fisheries Co., of Gloucester, Mass. 7. Capt. Leo Doucette of the Boston trawler "Gertrude M. Fauci". 8. Leon F. Thompson, ATLANTIC FISHERMAN representative, and Capt. Bill Landry, port captain of A. L. Parker's Boston fleet. 9. H. T. Delano, boat builder of Fairhaven, Mass.



# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

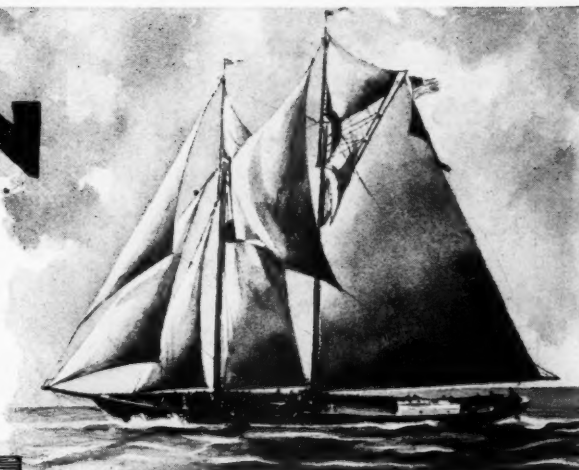
ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, *Publisher and Editor*

10 cents a copy \$1.00 a year In Canada \$1.50

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Member Audit Bureau of Circulations.



VOL. XIV

DECEMBER 1933

NO. 11

## Plea for Producers and Fishermen

By Thomas J. Carroll, at Public Hearing on Code

**H**EARINGS on the proposed National code of fair competition for the fishing industry began on December 11 in Washington before representatives of the Agricultural Adjustment Administration and the National Recovery Administration. Wright Clark presided in behalf of Secretary Wallace.

### Technical Witnesses

Technical witnesses were presented by Government bureaus at the outset of the hearing. Those who gave expert testimony were Charles E. Jackson, Deputy Commissioner, Fred T. Johnson, statistical division, and Elmer Higgins, scientific investigator, U. S. Bureau of Fisheries; and Charles H. Carter, investigator in domestic and foreign fishing industries for the U. S. Tariff Commission.

Statements on economics and marketing, the scope and interrelationship of the industry, and the need for adequate conservation of fish resources by planned management, were stressed. John R. Manning, technologist with the Bureau of Fisheries, also emphasized that abuses of grades and standards have been one of the causes of failure to increase the per capita consumption of fish products.

### Proponents of the Code

Mayo A. Shattuck, Boston, representing the National Fisheries Association, composed of 85 local and regional units of the industry, opened the statement for the proponents of the proposed code and presented amendments submitted by the committee. Labor provisions were reserved for consideration by the National Recovery Administration later.

The principal branches of the fishing industry testified in favor of the code. Representatives speaking for fishermen and dealers were: C. L. Todd, Boston; Magnus Magnusson, Boston; Sol Fass, Portsmouth, Va.; George S. Dieter, Columbia, S. C.; and Thomas J. Carroll, Gloucester, Mass.

Among the public officials at the hearing were United States Senator Wallace H. White of Maine, Representative Edward G. Moran, Jr., of Maine, and J. H. Meek, director of the Virginia State Division of Markets.

Harden F. Taylor, chairman of the code authority, and William Fellowes Morgan, Jr., of New York, president of the National Fisheries Association, and representatives of the industry from the Atlantic and Pacific coasts, as well as from the Great Lakes area, took part in the hearing.

Questions were propounded by Lewis Radcliffe, Washington, D. C., of the Oyster Growers and Dealers Association of North America, and C. J. Halligan, Boston Fishing Masters Association.

### Plea for Producers

Thomas J. Carroll expressed his belief that the proposed code would stabilize the fishing industry and bring back good business. He declared that the worst enemy of the fisherman was the chiseler or unfair price cutter.

"If this code can take care of chiselers", said Mr. Carroll, "it will react to the benefit of the men in boats as well as the owners of the boats. The worst enemy of the fisherman is the price cutter."

### No Code Is Any Good That Does Not Help the Fisherman

"I am appealing for the men who have the hardest job," he said, "and if nothing else in this code is of benefit, and it contains many benefits, it must protect the men who go down to the sea in ships. When President Roosevelt suggested the NRA he had in mind helping the lowest paid people. That means the fishermen. No code is any good that does not help the fisherman."

"I think this code will help the fishermen and the producers. It will eliminate cut throat competition, one of the worst handicaps the producer has, and will bring better days to fishermen and those who work in the factories ashore."

"We expect, of course, some opposition to the code as drawn, but we hope it won't prove serious," added Mr. Carroll.

Mr. Carroll is President of Gorton-Pew Fisheries Co. of Gloucester, Mass., and a member of the Industrial Recovery Board of the NRA, representing the Atlantic seaboard fisheries.

### Prices

A long line of speakers considered the question of price levels, including E. H. Cooley, of the Massachusetts Fisheries Association; O. L. Carr, of the Mid-Central Fish Co. of Kansas City, and Attorney Mayo Shattuck, of Boston, representing the sponsors of the code.

### Sessions Not Concluded

As we go to press the hearing continues with a discussion of proposals for grading, price mark-up, imports, and Government aid.

## Florida Producers Association Urges Mullet Protection

By H. L. Peace

**O.** A. Clarke of Naples, was reelected President, and O. Z. Davis of Cedar Keys was named Vice-President of the Florida Fish Producers Association at its first annual convention held in St. Petersburg, December 8 and 9. Other officers elected were: Jasper Rhodes, Punta Gorda, Second Vice-President; James Hord, St. James, Third Vice-President; Harry Mann, Gulfport, Fourth Vice-President; Robert Davis, Naples, Secretary; and Forest Walker, Naples, Treasurer.

Arthur Mann, Gulfport; Rad Davis, Homosassa; Wade Rigby, Naples; W. A. Posy, St. Marks; and Harrison Woodring, Punta Rassa, were elected Directors. There were present 200 delegates from 17 State camps.



At the sponge exchange in Tarpon Springs, Florida. Charles E. Ellsworth, local manager of Palmer Bros. Engines, Inc., explaining the sponges to J. E. Sullivan of Rockland, Maine.

### Oyster Dealers Organize at Biloxi

The Biloxi Oyster Exchange, Inc., is the title of a new corporation which has made application for a charter to the secretary of state and has headquarters established in the Guice building, 507 West Howard avenue. The corporation will own, operate and control a marketing bureau for disposing of oysters throughout the Gulf Coast and East Coast areas.

The corporation is capitalized at \$50,000 with the par value of stock placed at \$100 per share. Officers of the concern are Chester Delacruz, Biloxi, president; Miss Cary Goodman, Biloxi, secretary-treasurer. Various packing concerns in the coast area are included as incorporators as follows:

Gulf Coast Canneries, Inc., Biloxi; DeJean Packing Co.; Deer Island Fish & Oyster Co., Biloxi and Bayou LaBatre, Ala.; Gulf Foods, Inc.; Braun Canning Co., Biloxi and Violet, La.; Mississippi Coast Packing Co.; Mavar Fish & Oyster Co., Inc.; Dalmacia Fish & Oyster Co.; Kuluz Bros. Packing Co.; Biloxi Canning & Packing Co.; Bay View Packing Co.; Sea Coast Packing Co.; Gussie Fountain Packing Co.; Desporte Packing Co., Inc.; Garner Packing Co., Inc.; Dixie Fisheries, Inc.; Mexican Gulf Packing Co., Pascagoula; Dorgan-McPhillips Packing Corporation, Mobile; Gulf City Packing Co., Gulfport; L. P. Maggioni & Co., Savannah, Ga.; Shelmore Oyster Products Co., Charleston, S. C.

### Dunbar-Dukate Company Placed in Operation

The Pass Christian plant of the Dunbar-Dukate Company, packers of shrimp and oysters, opened on December 9 and will operate through the oyster season.

The plant has been leased to Louis Braun of Biloxi, who will operate it during the season. Mr. Braun has a fleet of fifteen boats now dredging oysters in Louisiana waters.

As an outcome of this meeting, the Florida Fish Producers Association is seeking the appointment of deputy wardens in the various sections of the State, to see that fishing laws, especially during the closed mullet season, are enforced. The Association sighted many incidents of alleged outlaw shipments of mullet to Northern markets, which forced the price of mullet to drop.

President Clarke pointed out to Association members that the appointment of deputy wardens had been approved by the State Conservation Commission.

Commissioner Davis said that he had detailed a group of agents to watch the highways, inspect fish markets, check up on peddlers, and patrol the seacoast to inspect fish houses, in enforcing the law.

The Florida Association in establishing producers' prices for various fish, divided the West coast into three zones. The North zone will extend from the Alabama State line to, but not including, Tarpon Springs; the central zone will include Tarpon Springs down to Punta Gorda; and the South zone will extend from Punta Gorda to Cedar Keys.

The Association in establishing a price scale to provide for production costs, and at the same time maintain a decent living scale, set the producers' price for mullet in the North zone at 2½ cents per pound. In the central zone the price of mullet will be 2¼ cents. Other prices remain little changed.

A feature of the convention was the organizing of a Three Hundred Club, the purpose of which is to increase the organization's membership. A sum of \$300 will be set aside monthly by this club for organization expenses. Frank Hinckley and Harry Mann, both of St. Petersburg, were elected treasurer and secretary, respectively, of the new club.

### Prepare for Shad Season

Welaka fishermen are wearing broad smiles these days as they go about mending their nets and overhauling their gear, in preparing for the December run of shad in the St. Johns River. Some 500 fishermen will be engaged in this industry as the season gets in full swing about the middle of December.

Workmen are busy getting the fish houses in the vicinity of Welaka in readiness for the coming season. Two houses at Welaka will take care of the shad catches, which according to catches of past years should mount a \$300,000 haul with an additional \$285,000 worth of assorted fishes.

This, of course, will include the annual catch of approximately 10,000 bbls., of edible catfish with a market value of \$18 per barrel; 5,000 bbls. of bream worth approximately \$40,000; 500 bbls., of black bass which average \$20 per barrel; and crappie worth \$10 a barrel.

### Quinn to Open Plant in Millville

The Wallace M. Quinn Co. of Crisfield, Md., are opening a "scallop" business in Millville. They will be engaged in buying and shipping scallops and will be at the Old Tarpon dock.

### Warren Fish Company

The Warren Fish Company, Pensacola, Fla., has been in operation for the past fifty-three years as one of the largest producers of fish in the South. Thomas W. Brent, who has been associated with the business for the past fourteen years, recently resigned as President and General Manager, and Francis William Taylor was elected to the office, and is now in active charge of the management.

Mr. Taylor's father, the late J. F. Taylor, was well and favorably known to the trade.

Through the cooperation of E. E. Saunders & Co., the Warren Fish Company is in a position to take care of practically any order at any time.

### New Boat with Wolverine Engine

The Mike Tiliakos boatyards at Fernandina have started construction of a shrimp trawler, 46 ft. in length with a 14 ft. beam. She is being built of oak framing and cypress siding and will be equipped with a 50 h.p. Wolverine engine. Completion of the vessel is expected about the latter part of December.

### First National Sponge Convention

The first National Convention of the Sponge and Chamois Institute, according to Frank Nilson, Institute Commissioner, will be held January 5 to 7 in Tarpon Springs, where is located the largest sponge exchange in the world.

This exchange handles yellow sponges, grass sponges, and the fine grades of sheeps wool Rock Island sponges which are taken in deep water.

The sponge business is a year-round occupation. The boats with divers work off-shore beyond the 10 $\frac{3}{4}$  mile limit, inside of which the hook boats work.

The sponge is not a sea growth, but is built by a small sea animal or sea urchin, the same as a spider builds its web. The deeper the water the better the sponge, the closer it is knit, and the softer the fibre. In fine weather and clear water the divers work in a depth of from 80 to 120 ft., and sometimes deeper if the water is very clear. The sponge fishermen are not allowed to take sponges smaller than five inches.

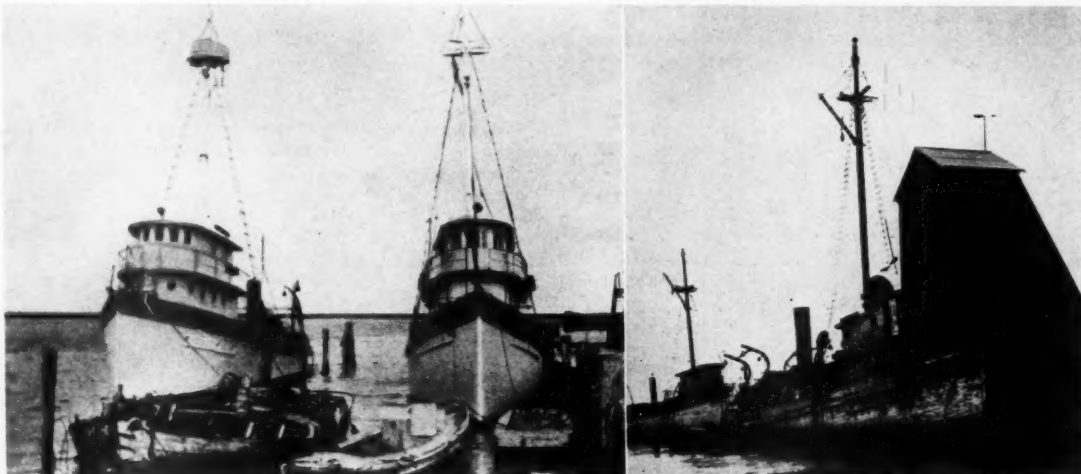
There are about 70 sponge boats in Tarpon Springs that engage in deep sea diving for sponges, and Charles E. Ells-

### Quick Freezing the Florida Shrimp

Methods of quick freezing have advanced in the Florida shrimp industry, and today there are three quick freezing plants in the state; Armour's Freezer, and the Wade, Farris and Wade Company at Jacksonville, and the Indian River Fisheries at Sebastian.

In the process of quick freezing at the Wade, Farris and Wade plant at Jacksonville, the Brunswick system is used. The shrimp are first washed in a hopper of ice water, weighed on a running scale, and packed in galvanized tin pans measuring 30 in. x 31 in. x 2 $\frac{1}{4}$  in. The tins, which contain 60 pounds of shrimp, are placed in a carrier of four compartments, the carriers being transferred down a platform of 30 feet to the freezer by means of an electric hoist.

The carrier, constructed with a single supply pipe, is lowered (partially), into a 50 inch brinetank, (the freezer itself), so that the carrier rests on steel sills with a 20 inch space between the carrier and the brine. When the carrier touches the sills, it comes into contact with an automatic valve of a Goulds pump, which pumps the brine up the carrier to each compartment where it meets a jet which sprays the brine on



Florida menhaden fishers "Wallace M. Quinn" and "J. Earle Morris", powered with Atlas Imperial Diesel engines, and the "Vineyard" and "Seminole", powered with Winton Diesel engines. The purse boats of these fishers are equipped with Eveready Hot Shot batteries.

worth, local manager of Palmer Bros. Engines, Inc., states that 64 of them are powered with Palmer engines from 16 to 35 h.p. The divers use the NLI 3 $\frac{1}{2}$  h.p. Palmer for running the air pumps. No diver has been lost during 18 years.

### Modern Shrimper Launched

One of the most modern shrimp trawlers of the Florida shrimp fleet has just been launched at Fernandina for Felice Golino, prominent St. Augustine shrimp dealer. The trawler, built by the Nassau Shipbuilding and Engine Company, is 54 ft., has a 16 $\frac{1}{2}$  ft. beam, and is constructed of cypress siding and oak framing. She has a most unique cabin measuring 15 ft. x 9 $\frac{1}{2}$  ft. x 7 $\frac{1}{2}$  ft., which is equipped with a Fairbanks-Morse, 32 volt lighting plant. The cabin is perhaps one of the largest of any boat recently launched and is equipped with three bunks. Below there are eight bunks, making eleven in all.

The trawler is powered with a 75 h.p. heavy duty Fairbanks-Morse engine, and is equipped with a 1,500 pound hoisting gear.

Another improvement is the rope ladder, which is being installed on all the modern trawlers, leading from the deck to the boom. This is a great advantage in that a fisherman may straighten out his netting with ease in the event the net should hang up or become entangled in the boom.

Capt. Tony Lopez of St. Augustine, a fisherman on the East coast for a number of years, is skipper of the new craft.

both the bottom and top of the pans. The volume of brine (usually at a temperature of 17 to 18 degrees below zero), reaches 12 gallons a minute, with generally two hours to two hours and a half being required for the freeze. Six carriers of four pans each are operated by this plant.

Following the freezing process, the shrimp are transferred to a thawing table where the individual pans are sprayed with water around the edges and bottom in separating the product from the pans. The shrimp are then taken in blocks of 1-4-5 and 10 pounds, the 10 pound block measuring 10 $\frac{1}{4}$  in. x 7 $\frac{1}{2}$  in. x 2 $\frac{1}{2}$  in., into the glazing room, dipped into a vat of ice water and glazed with a thin coating of ice. The process of quick freezing is then complete and the shrimp are placed in cold storage rooms of 0° to 5° F., 25 ft. x 30 ft. in size, and held until shipment is made.

Shrimp are packed in wooden boxes, 11 $\frac{1}{2}$  in. x 16 in. x 31 in., lined with vegetable parchment paper, containing 100 pounds, and in pasteboard boxes 10 $\frac{1}{2}$  in. x 15 $\frac{1}{2}$  in. x 2 $\frac{3}{4}$  in., lined with parchment paper. This seafood is also packed in the individual 1, 4 and 5 pound package.

Other seafoods, such as mullet and red snapper, are packed in 100 pound wooden boxes lined with parchment paper. Mackerel steaks, grouper and snapper fillets are packed in 10 pound blocks the same as shrimp.

The Wade, Farris and Wade plant is equipped with 19 rooms, six of which are cooler rooms, and thirteen freezers.

A. E. Ewing is manager of this plant, and William A. Rooks is chief engineer.



## "The Scallop Moon"

By J. C. Allen

IF Vineyarders named the seasons as the old Indians did, the proper name for the month of November would be "The Scallop Moon", for scallops have occupied the thoughts and activities of all save the crews of the deep-legged fleet and they are in the minority by several cable lengths. "Scallops, scallops everywhere, and not a stop to drink" has been the slogan of all long-booted gentry around our shores since the dawn of the first, and the end is not yet in sight as the tailend of the month slides past the quarter, although there has been a severe shrinking of the daily catch.

For what is generally called an "off" year, the Vineyard has fared mighty well. All hands needed all the luck they got, that goes without saying, but the way things worked is a good example of the cursed contrariness of fate and the independence of human calculations.

To begin with, the usual prospecting was done from time to time before the season opened and all and sundry hailed a darned slim set on the beds. To add to further discouragement, prices went masthead high on the nearby mainland and a decided drop was predicted as soon as the principal Vineyard beds were opened, particularly, if there was any amount of scallops to be found.

Well the opening day dawned for Edgartown, the old whaling port, and for Vineyard Haven, and Oak Bluffs, and some three hundred men, boys and there may have been a girl or two, went down to the sea in skiffs and catboats.

### Good Prices Paid

All hands got their limit at a very early hour, three bushels to the man being the limit. They opened well, and the price starting at three-fifty a gallon, hit three-seventy-five before noontime, and was four dollars on the following day. And there it has stuck ever since up to this writing, with a promise of an even steeper price to come.

### Chilmark and Gay Head Season Opens

Then, after some consultation, Chilmark and Gay Head opened up on the fifteenth, in Menemsha and Quitsa Ponds. Here again they had hailed a small set, but it wasn't as small as they had believed. Setting the limit at four bushels, some of the catches opened better than a gallon to a bushel, and every little cove and bight had its bed solid full. The small number of men engaged in those ponds and the small daily limit, have kept these two towns going strong for the balance of the month and there is still some to go.

### Development of Shellfisheries

There are great quantities of seed scallops, and these will be cared for and removed beyond the reach of frost and low tides. Shellfish cultivation here has been encouraged by State authorities, and the formation and location of the beds lend themselves to intense development of the industry with but slight expenditure of money. The moving of seed is the initial step in starting cultivation, and the sentiment in favor of development of shellfish beds on the Island is greater now than ever before.

### Oak Bluffs

Again the town of Oak Bluffs is petitioning to the State for work on Sengekontacket Pond which will improve the shellfisheries there. Never a fishing town, Oak Bluffs has had a problem on its hand for the past two Winters because of lack of employment. This has been greatly relieved by the scallop fishery which has developed, and it has caused the attention of town authorities to be turned in that direction.

### Tisbury

Tashmoo Pond in Tisbury offers another opportunity for such development, and the move to open this pond to the sea has been revived, both projects appearing more practical than

## South Jersey Codfishermen

By Capt. F. Widerstrom

IT has been years since such optimism has been shown for the cod fishing season as is in evidence this Fall in South Jersey. Despite the fact that net and twine companies are almost exclusively selling for cash only, they report that the sales of codfishing gear have reached a high level this season with orders being rushed daily from the factories. Prices have advanced materially, but even that doesn't seem to deter the fishermen who are certain that this season will bring them out of the "red" and into the beginning of a new period of prosperity for all concerned.

At Anglesea (Hereford Inlet) more than a dozen boats had already rigged for this branch of the fishery before Thanksgiving and are doing quite well disposing of a large portion of their catch to hucksters and dealers of South Jersey. Even those that have been gambling on the market have been doing fine. Captain Gus Laine, Captain Fred Miller of the *Erna*, Captain John Wizst and Captain Emanuel Salverson are among those who are fishing regularly. Most of the fishing is being done from the Bell Buoy at Hereford to the "Old Wreck" off Stone Harbor and up the coast as far as Sea Isle Shoals.

### May Re-Open Delaware Bay to Gill Netters

Another feature of the outlook for the future is the fact that at last South Jersey sportsmen are willing to co-operate with the fishermen to re-open the Delaware Bay for gill-netters. There is more than an even chance that the closed season will be abolished this year. This will put about seventy small boats on a paying basis for about three weeks in the spring when the weakfish follow the shore line and come into the Delaware Bay on their journey up the coast.

### Party Boat Fishing

At Cape May the party steamers are winding up their season although a few have expressed their willingness to run on Sundays throughout the Winter if patronage should warrant it. Captain James Boyd of the *Angler*, Captain Johnson of the *Commanche*, Captain Fred Webber of the *Margaret W.* and Captain Buck of the *Irma B.*, will be engaged in this work if the season remains good.

---

ever in view of the encouragement offered by the Federal Government toward such efforts at self-sustenance.

### Trap Fishing and Otter Trawling

The other branches of the local fishing industry have not been pursued very vigorously during the month. Trap fishing has just about wound up, with a few butters and mackerel only, to cheer the knights of the twine. Otter-trawling has not been at all bad, insofar as the fish have been concerned, but we have had some weather that forced our deep-water men to swallow fish-leads on top of their meals to hold 'em down.

The bluefish got caught here in the first cold wave, and many were picked up on the shores and in the water, stiffened by the cold, some dead and others just able to offer proof that they weren't. These are the finest blues of the season, big, fat and wonderfully flavored.

Tauthaug have laid thick alongshore and some record catches have been made with handlines in these waters during the past month. Cod have not been too plentiful inshore, but have been gradually working in since the weather cooled up and it looks like good Winter fishing. Mussels are very plentiful, which promises bait for the trawlers, and the cod are mighty good stock all along the line. Capt'n Will Mayhew, of Menemsha, seventy-odd years old, is all set to get out among them as soon as trawling starts. Capt'n Mayhew has caught and salted cod for sixty-odd years and probably holds the individual record among living men for hooking these fish in local waters. So ends this month, and now we will tackle the fishing again.



## Gloucester

### Advised that Government May use Fish in Relief Work

By E. A. Goodick

**M**AYOR John E. Parker has received a letter from R. H. Fiedler, Chief of Fisheries Section of the A.A.A., indicating that there may be some action soon in bringing relief to the fishing industry by removing a considerable quantity of fish from storage stocks and current supplies, to be used in relief operations.

Mr. Fiedler stated that the A. A. A. was much interested in the situation and realized that such an action would be of direct benefit to the fishermen.

#### Gill Netters Fare Well

The gill netters seem to have done very well during the past few months. Although pollock has been the bulk of the catch, the prices obtained have been better than ever, and as a result the fishermen in some instances have been able to share as high as \$75 per week.

#### Dane Compass Installations

E. S. Ritchie & Sons announce the installation of three Dane radio compasses and direction finders in Gloucester fishing vessels. These installations were made in the *Nova Julia*, Capt. Leo Favalaro; *Angie and Florence*, Capt. Jerome Frontiero, and in the *Marietta and Mary*, Capt. Nicolas Giamanco.

The *Marietta and Mary* and the *Nova Julia* are both dragging in the South at the present time.

#### Kermath for "Nira"

The 33 ft. boat *Nira*, built by Emil Mantilla of Lanesville, was launched on November 24. She is owned by John Ahonen of Gloucester, and is powered with a 20 H.P. Kermath. She was recently given trial spins and they have fulfilled all expectations as to her seaworthiness and speed. She is to be used for trawling.

#### New Engine for "Barbara C."

The Provincetown boat, *Barbara C.*, is having a new 100 H.P. Fairbanks-Morse engine installed at the Gorton-Pew Machine Co.

#### On the Ways During November

During November the following fishing vessels were on Parkhurst's Marine Railways: *Ellen T. Marshall*, *St. Provdanza II*, *Onward III*, *Jennie and Julia*, *Elizabeth A.*, *Barbara C.*, *Dacia*, *Edith L. Boudreau* and *Catherine Burke*. On the Rocky Neck Railways were the *Naomi Bruce II*, *Anna C.* and *Mayo Bros.* The *Laura Goulart* was on Burnham's.



The "Corinthian", owned by Gorton-Pew Fisheries Co. of Gloucester. Equipped with a 16-cell Exide-Ironclad Battery.



The "Sebastiana C.", of Gloucester, Mass. She is 86 ft. long; 18 ft. beam and 8 ft. draft, and is powered with a 150 h.p. 4-cycle Wolverine Diesel engine.

#### Capt. Foote Going Dragging

The schooner *Florence K.*, Capt. Frank Foote, was expected to arrive in port on the 27th. She has been seining off Block Island in company with the schooner *Mary W.*, Captain Leo Byrnes. Capt. Foote's regular craft, the *Old Glory*, is being prepared for dragging down South.

#### "Pocomo" Ready for Netting

The schooner *Pocomo* has been taken over by Capt. Percy Firth who has been seining since Spring in the *Alden*. Capt. Firth now has the *Pocomo* ready for mackerel netting.

#### The Goularts

Another to prepare for a fishing trip was the *Laura Goulart*, Capt. John Goulart, which took 14 tons of ice and 9,000 pounds of bait. The trawler *Evelina M. Goulart*, Captain Manuel Goulart, also took on bait at the Cape Ann Cold Storage Co., and continued her shore fishing.

#### "Grand Marshall" Returns to Work

Capt. Fred Estes is the new skipper of the schooner *Grand Marshall* which left the Cooney wharf on the 20th bound for her first haddocking trip after several months of idleness.

#### "Elva and Estelle" Has New Skipper

Capt. Frank Fonsic has taken command of the schooner *Elva and Estelle* which docked at the Pew wharf. The craft will engage in trawling.

#### "St. Teresa", off North Carolina, Finally Floated

The dragger *St. Teresa*, Capt. Philip Fileto, went aground on November 26, during a thick fog about a mile South of Bodie Island near Manteo, N. C. The Captain and crew of eight were rescued under great difficulty because of the breakers.

Several attempts were made to float her but it was not until December 1 that the craft was finally floated. The craft was then towed to the Moon Shipyard at Norfolk and put on the ways to ascertain and repair any damage.

She is to remain South for the Winter in the dragging business and return next Spring to fit out for mackerel seining.

#### "Col. Lindbergh" Goes Down off Eastern Point

Within less than two hours after she sprang a leak, the mackerel netter *Col. Lindbergh*, Capt. Harry R. Clattenburg, of Gloucester, owner and master, sank 20 miles Southeast by South of Eastern Point on Saturday afternoon, December 2.

The skipper and crew of six were rescued by the netter *Annie and Mary*, Capt. Colin Powers, which had attempted to tow her into port while the crew manned the pumps.

## Maine Wants Embargo On Nine-Inch Lobsters

By Alfred Elden

**W**HAT will the N.R.A. do for the Maine lobsterman in his extremity, caused chiefly by a Canadian influx of nine-inch crustaceans? This Winter should tell the story. Commissioner H. D. Crie says 3,000 Maine fishermen catch some 3,000,000 lobsters a year. They keep them in cars until some buying smack comes along. They are paid now about 15 cents a pound, and it is said it costs them 18 cents a pound to fish.

It is said that the retail lobster sales in the United States will total about \$10,000,000 a year. This sum represents 12,000,000 lobsters. Maine's contribution we will say is 3,000,000; 3,000,000 more are caught elsewhere along the New England coast, while the other 6,000,000 come from Canada. And that is the Maine lobsterman's grievance—the fact that Canada can send in an unlimited supply, duty free, of nine-inch crustaceans, while the laws of Maine prevent him from saving any lobster less than 10½ inches long. Indeed a tough break for Maine lobstermen.

Upon the advice of Commissioner H. D. Crie the lobster situation in Maine is being presented to Congress this Winter through Representative Edward C. Moran, Jr., and Senator Wallace White, Jr. They want a law that will stop Canada from sending nine-inch lobsters into the United States. If they cannot get that they may ask for a tariff on the Canadian crustaceans. Perhaps their best bet, however, is for a partial embargo which will regulate the length limit and still make it possible for the Canadians to send in the 4,000,000 lobsters they claim are necessary to supply the demand for lobsters in the United States. What President Roosevelt will decide he can do under N.R.A. remains to be seen.

Maine lobstermen claim that Canada sends annually 15,000,000 pounds of lobsters into the United States, free of duty and smaller than they can handle. The Canadian Department of Fisheries' figures for 1932 were 11,560,000 pounds. This year's figures may reach the total set by Maine fishermen.

### Protests Processing Tax

In a letter Nov. 21 to George N. Peek, head of the Agricultural Adjustment Administration in Washington, Representative John G. Utterback of the third Maine district made a formal protest against any processing tax on any sea food products for the benefit of the hog producer, or otherwise.



Part of George O. Beal's wharf at Jonesport, Maine. The 28 ft. lobster boat "Margaret" is powered with a Model 4-35 35 h.p. Gray motor. Mr. Beal is a distributor of Texaco marine products.



The "Elsie", owned by Capt. Emile Cote, of York Harbor, Maine. She is equipped with Hyde propeller, Goodrich bearing, Hathaway stuffing box and Palmer high speed reverse gear, and is rigged with Columbian rope.

"In my mind," he wrote, "a tax of this sort imposed upon the fishing industry at this particular time would be most disastrous in its results and as Representative from the Third Maine District I strongly urge that it not be imposed."

### Shipping Frozen and Fresh Fish by Truck

For the past year more than ever have Boothbay Harbor fishermen been sending the sea products they have obtained to far distant points by motor trucks. This method of delivery seems to be revolutionizing the handling of fish, lobsters, clams and mussels in Maine. At Boothbay the greatest source of the fish buying has naturally been the Boothbay Harbor Fish & Storage Co., which has bought many thousand barrels of fresh mackerel, herring, shad and other fishes and placed them in its immense refrigerating plant. Loads of the frozen fish are being shipped almost daily by truck, particularly boxes of frozen mackerel for Boston.

During the past Summer fresh fish have been purchased by several local fish dealers and shipped, iced, to other cities. A great trade has grown up in motor trucking fresh fish. Big trucks have come almost every day from as far away as New Haven, leaving here about 5 in the afternoon, running all night and delivering their loads by the time the New Haven markets open the next morning.

### Fish Famine Brings High Prices

Mid-November saw the worst fish famine on the Maine coast in 15 years. Dealers all said there had not been such a sustained famine for at least that length of time. The vessels were held in port or driven back time after time. The small "handsfull" of fish that did come in were brought by a few venturesome small boatmen. The first fish to arrive after a 10 days' famine brought the vessels ten cents for haddock, eight cents for cod and hake and six cents for cusk. Receipts of 25,000 pounds from five schooners finally relieved the situation. Fishermen cannot remember worse fishing conditions.

Eleven fishing vessels came in to Portland on Nov. 22 just in time to prevent another shortage. They landed a total of 113,000 pounds. The *Alice M. Doughty II*, led with 28,000 pounds. Other vessels and their fares were the *Verna G.*, 13,000 pounds; *Richard Nunan* and *Eleanor*, 12,000 pounds; *Benjamin Thompson*, *Fannie Belle* and *Bernie & Bessie*, 9,000 pounds each, *Georgia Bowden* and *Sunapee*, 5,000 pounds each; and the sloop *Laconia*, with 3,000 pounds.

### Fishermen Holding Pollock for Higher Prices

The pollocking season in Quoddy ended in early November. During the first runs the fish would not bite herring and there were no squid. Later they came to the herring. Many lines and leads were lost each day and everything from wharf bolts to chimney bricks were used for sinkers. Some of the fishermen are selling dry pollock for any price they can get. Others are holding their fish for the higher prices expected in mid-Winter or Spring. Present low prices are only \$2.50 a quintal.

### A Real Lobster Fisherman

Emile L. Cote, of York Harbor, has the reputation of being one of the best lobster fishermen on the coast of Maine. He came from old Nova Scotia French stock and settled in York in 1906. He has land and a wharf at the east end of the historic old York Bridge, first pile bridge with a draw built in America.

In Summer Cote fishes 100 traps; in Winter 75. He makes them himself, three-headers all of oak and they stand him close to \$4 each. This Winter he is setting them some 10 miles offshore around Boon Island Light. He uses both six- and nine-thread warp.

In the *Elsie* he has one of the finest small fishing boats on the coast built for him by F. D. Winchenbaugh, of Friendship, two years ago. It is a 35-footer with a 60 h.p. motor. Motor, power lifting machinery, batteries and everything else that should be kept dry are in the commodious cabin, leaving a good sized cockpit for fishing operations. The boat has a beam of 9.6 and draws about 32 in. There is a Hyde propeller, Goodrich bearing, Hathaway stuffing box and a Palmer high speed closed reverse gear.

### Distributor of Tanglefin Netting

C. A. Francis, of the Portland Net & Twine Co., Widgery's Wharf, Portland, has furnished nets for many of the local sardine factory boats, mackerel seiners, pound and trap owners and for the gill-netters. He has been in the business a good many years and handles National Net & Twine Company's Tanglefin Netting.

### Palmer Installations

H. P. Simpson, distributor of Palmer engines at Portland, has just installed two 80 h.p. Storm King Palmer engines at York Harbor. One has gone into the Jonesport built 50-footer of R. B. Newton, now hauled out for the Winter. Dan Donnell, who is fishing the year around, has the other in his fine Nova Scotia built 50-footer. Donnell has long been a Palmer enthusiast, taking out a smaller engine of the same make for the big new Storm King.

### Attend Hearing in Washington

George L. Ratcliffe, representing the Portland Fish Co., Mortimer D. Harris, representing the local fishermen, and Ralph W. Hanscom, representing the Willard-Daggett Co., all of Portland, went to Washington Nov. 23 to attend the hearing of the Code Analysis Committee on the fishing code submitted by the Northeastern Fisheries Association which differs on several points from the Boston code.

### Flounder Fishing

The cold early Winter weather has blown up a fleet of flounder draggers who the last two weeks in November garnered hundreds of dollars worth of flounders from Passamaquoddy Bay. The *Pilot* had one fare of 3100 pounds and the price was around 10 cents a pound. The flounders now being

## The Prevention of Fires

By Capt. E. B. Thomas

**C**OLDER weather means less ventilation and more fires aboard fishing boats, most of which are the result of carelessness and could be avoided.

Many fires are due to improper installation of gas tanks, gas lines, engines, exhaust lines, stoves, etc., and many more are due to carelessness on the part of owners, crews and gasoline dock operators.

Don't leave your engine running while taking gasoline aboard. If fishermen do not shut off their motors, dock owners should refuse to put gas aboard until they do so, as there is danger not only to the vessel, but also to the dock.

Don't leave oilers in a tight locker. Oilers packed closely in a confined place, and exposed to even moderate heat, are subject to spontaneous combustion.

Consider the installation of your galley range. Is it properly insulated from near-by wood-work? Is it uncomfortably close to lockers containing inflammable material? If you hang towels and clothing on a string over the stove to dry, remember that in a heavy sea, with all hands on deck, that string may break and the clothes fall on the stove. A wire basket will prevent this accident. Are your bunks so near the stove that it would be possible to push clothing on the hot stove when you turn over in your sleep, or could a heavy sea throw clothing on the stove?

Do not start a fire in the stove with kerosene.

Does your exhaust line "wiggle its way aft" through inaccessible places where you stow a few coils of rope, old canvas and worn out oilers. If so, heave that old junk by the board or stow it in a safer place. Even if the exhaust pipe is water-cooled, it should be properly insulated from surrounding wood-work.

See to it that the deck iron to the "Charlie Noble" is kept full of water on calm, clear days when the stove is going. The iron will generally keep itself filled in rough weather.

There are many fire risks aboard vessels. Take an afternoon off, look your boat over, and if you find anything that might some day catch fire or explode, do not put to sea again until you have remedied the danger.

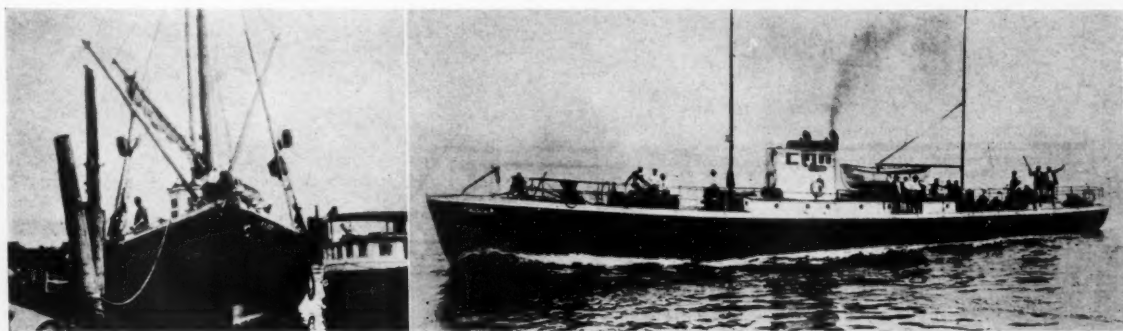
And last but not least, keep your fire fighting equipment in ship-shape condition. Remember that insurance does not save lives.

---

taken from the deep waters are in big demand in the city markets as sole.

### Sardine Factory Destroyed by Fire

Entailing a loss of about \$100,000, fire of undetermined origin on December 2 destroyed a two and one-half story sardine factory and storehouse in Eastport, owned by the Booth Fisheries Company, and considerable damage was done to warehouse A of the Seacoast Canning Company.



The 50 ft. fishing smack "W. H. Reed", Capt. William Janus, Atlantic Highlands, N. J. She is equipped with a Monel Metal shaft  $2\frac{1}{2}$  in. diameter, installed by Carlson & Son, Port Richmond, N. Y. At right is the "Fidus", Capt. Jack Abrams, owned by S. Wischerth. A fast deep sea fishing party boat from Sheepshead Bay, N. Y., with a Monel Metal shaft, 3 in. diameter x 18 ft. long, installed by Sutter Bros., Brooklyn, N. Y.



## Maryland Has Exceptional Oyster Season Crabmeat Prices Highest in Years

By Edward Bowdoin

**T**HIS has been the best oyster season Crisfield has experienced for several years. Since colder weather the packers have more orders than they can fill, some having to work two shifts of shuckers.

Oysters are fat and white. The August storm and tide brought the salt water from the Ocean to the bay, and that probably accounts for the Chesapeake oysters being in such a fine condition.

Oysters have sold as low as thirty-five cents a bushel and as high as ninety cents. As the season advances, oysters sell higher in the shell.

Crisfield's trade was confined to a few Northern states in past years, but now Crisfield oysters are shipped as far West as San Francisco and the bulk of the business is done in the West and Southwest.

Several packing houses have their own trucks to deliver their stock direct to the trade in Chicago, points in Pennsylvania, and West Virginia. Several car lots have left Crisfield during November.

About two thousand people in Crisfield are employed in the seafood business and this season has been an improvement over the last two years. The packers are paying twenty-five cents a gallon for shucking.

### Prices for Crabmeat Highest in Five Years

Thanksgiving orders for oysters and crabmeat were the largest for five years and the prices were higher. Crabs brought from \$4.50 to \$9.00 a barrel in the Crisfield market. A barrel holds about one hundred and seventy-five prime crabs. Crabmeat sold as follows: claw 25c a lb., regular 50c a lb., special lump 80c a lb., back-fin \$1.00 a lb.

This has been a wonderful thing for the catchers as they have not made any money for two years. Runboats and trucks are bringing crabs from Hampton, Va., Chincoteague and Sinepuxent Bays, Delaware, and as far North as Long Island, N. Y.

### Want Potomac Opened to Dredgers

A meeting of the dredgers, packers, and all persons interested in the oyster industry, was held in Deals Island Hall, Saturday evening, November 18th. Over two hundred oystermen were present.

Robert Jones was selected chairman and John Hurley of Crisfield, secretary.

Wallace M. Quinn proposed that a delegation of oystermen present a petition before the Legislature, which convened on November 22, to have the Potomac River opened to give relief to the watermen, who are in financial difficulties.

A committee was elected by this delegation composed of E. R. Miles, E. L. Quinn, J. Millard Tawes of Crisfield; Hosea Webster, Robert Webster, and W. L. Jones of Deals Island to draft a resolution to submit to Gov. Albert C. Ritchie and Swepson Earle, State Conservation Commissioner, to reopen the Potomac for dredging with boats of all sizes. J. Millard Tawes, of Crisfield, was elected chairman of the delegation to attend the session of the Legislature and present the petition.

### Submit Code and Launch Membership Campaign

The newly-formed Associated Crab Packers, Inc., have submitted a code of fair practice to the crabbing industry of Maryland, Virginia, and other States.

The Association also launched a campaign to bring all producing, packing and marketing phases of the industry into the membership.

Mr. Greer, Executive Secretary of the Association said that they propose to develop the facilities for administering the code; improve the marketing and general conditions in the industry; establish and maintain a bureau of trade information, and establish collective buying.

## Virginia Sees Improvement In Seafood Business

By Paul Titlow

**A** SENSATIONAL upturn in the seafood business in the Norfolk area during the last of November has put a new face on a situation which had already been brightened by the return of the Gloucester and New Bedford trawlers to this section for their Winter's work off the Virginia Capes. It has been felt chiefly in the crab and oyster business and sent prices soaring.

Oyster shipments in a single week from near-by packing houses reached a total valuation of \$50,000 and wages paid to shuckers and others rang the bell at \$25,000.

Crabbers got right in the midst of schools of crabs headed for their Winter quarters and landed more than twenty barrels to the line. Many of those in this line of work went home with from \$100 to \$200 for a single week's work.

Trawlers are continuing their calls to Norfolk with the *Grace F.*, of Gloucester, being a frequent visitor as well as the others which are bringing in a varied cargo of fish to Phoebus, Hampton, Norfolk and Portsmouth.

### Trucking Virginia Oysters to Ohio

Fresh Virginia oysters, taken from beds in the Rappahannock River near Urbanna, are now being served in homes and restaurants in Dayton, Ohio, and it is probable that when present plans are completed, a number of trucks will be in constant service carrying bivalves to cities of the Middle West.

### Virginia's Seafood Industry

Approximately 1,300 miles of shore line border this State's tidal waters and 50,000 Virginians take their living directly from this business. More than 14,000 licenses are issued annually to persons engaged in taking seafood from salt water in Virginia, and to those preparing and shipping it to market.

The value of Virginia seafoods is set at about \$7,500,000, of which the shellfish products make up \$2,300,000; crabs, \$740,000 and clams \$390,000. Processing and allied industries increase the market value of Virginia's seafoods by several millions of dollars.

Some of the most prolific oyster grounds in the world are those in the waters of lower Chesapeake Bay and its immediate tributaries. Oystermen work up the Potomac as far as Colonial Beach, up the Rappahannock to a point a few miles below Tappahannock, up the York to West Point and up the James to the Southern end of Hog Island, about ten miles below Jamestown. Oysters are also taken from the tidal flats on the seaward side of the two counties on the Eastward side of the bay. Virginia has about 60,000 acres of oyster lands cultivated by the people leasing them.

Virginia's production of scallops is limited to a few shoal areas on the ocean side of the Eastern shore of Virginia. Clams are found principally in the waters of the lower Chesapeake and its tributaries between the Piankintank River and Capes Charles and Henry. Clamming is an industry on both the ocean and bay sides of the Eastern Shore and in Pocomoke and Tangier sounds.

The principal centers of the crab industry are Accomac and Northampton counties on the Eastern Shore of the Chesapeake, Northumberland County, on the Western Shore, at the mouth of the Potomac, Lancaster and Middlesex Counties, located on either side of the mouth of the Rappahannock and Elizabeth City, York, Gloucester and Mathews Counties.

According to a report issued based on the survey, thirty-seven species of fish and seven species of shellfish are taken from the marine and coastal waters. The most important species of fish, according to the value of the catch, are shad, menhaden, squeteagues or sea trout, croakers, alewives or river herring, butterfish and spot. In point of quantity taken: menhaden, croaker, squeteagues, alewives, shad, butterfish and spot.



## North Carolina Considers Plan For Standardized Grades

By Sandusky Curtis

**S**TEPS toward the improvement of markets for North Carolina seafoods, which if successful should add hundreds of thousands of dollars annually to the income of commercial fishermen of the State were announced last month by R. Bruce Etheridge, director of the Department of Conservation and Development.

The plan is to establish definite grades for and to standardize North Carolina fisheries products similar to plans now being followed in Virginia.

Full cooperation of the U. S. Bureau of Fisheries has been promised in carrying out the proposed program; and officials of the State Department of Agriculture have rendered valuable assistance in laying plans and outlining the program.

Mr. Etheridge stated that Virginia's experience with the grading and standardization of seafoods has proven gratifying to officials and has brought results to the fishermen, and he believes that the same can be done for North Carolina fishermen.

Mr. Etheridge also stated that it is the hope of the conservation department to launch a seafoods marketing service which would include daily quotations on various species and grades of fish, condition of the markets in reference to demands, and supplies on hand at principal centers.

### Long Net Fishing Expected to Continue

Fall fishing in Dare County came to an end with a cold snap the latter part of November, although it was expected that pound nets around Manns Harbor, Manteo and Hatteras would remain in place for the greater part of this month for the usual catches of flounders and rock.

Long net fishing, which has reached major proportions within the past few years, is expected to continue throughout the Winter.

Stumpy Point fishermen since last June have caught more fish with fewer nets than at any time in years, according to George Wise of the Fishermen's Exchange. Some of the finest croakers ever caught have passed through Stumpy Point this year.

Beach fishermen between Nags Head and Duck were unusually successful the last of November and many crews are reported to have realized from \$600 to \$1000 for their catches. An outstanding long net haul was that of Lloyd Westcott of Manteo who shipped 80 boxes of fish in one day.

### Oyster Planting Project to Start Soon

R. Bruce Etheridge, director of the Department of Conservation and Development, has expressed his gratification of the cooperation of eight counties bordering the lower sounds to use a portion of the Civil Works funds assigned them in planting oysters on the public beds in North Carolina waters.

Mr. Etheridge expects that within a short time 500 men will be employed in planting oysters in the sounds between Roanoke Island and the Cape Fear River, waters which are capable of producing the finest oysters.

Other counties cooperating are Hyde, Carteret, Pamlico, Pender, Onslow, New Hanover and Brunswick.

### Linen Thread Co. Would Increase Consumption of Fish

The Linen Thread Co., Inc., in an effort to increase the per capita consumption of sea foods in North Carolina has asked that anyone having suggestions which might increase the consumption of fish, write to the Company. These suggestions will be given publicity, and it is hoped will help to bring about the increase in the consumption of fish.

The Linen Thread Co. states that as little as 5 pounds per capita per annum increase in domestic consumption would mean the difference between hard times and a fair measure of prosperity to all those connected with the fishing industry.



One of the Dormer Company's plants located at Menominee, Michigan.



The "Faithful", owned by Frank Ropke, of Chicago. She is 64 ft. long, and is powered with a 100-120 h.p. Kahlenberg engine.



The "Fawn", owned by Knipfer Brothers, Sawyer, Wisconsin, and operating out of Sturgeon Bay. She is 52 ft. long and is powered with a 60-70 h.p. Kahlenberg engine.



Capt. George Leidheiser, of Vermillion, Ohio, inspecting a small catch of perch, pickerel and trout from a trap net, brought in on a Sunday when he was taking a holiday.

# The Diesel Engine

## Definition of Efficiencies—Mechanical, Thermal and Volumetric. Fuel and Fuel Knocks

By James Greig

**I**T is interesting to study the various types of Diesel engines and observe their relative efficiencies.

The **mechanical efficiency** of the Diesel is the net effective power developed by the engine after the power absorbed by the moving parts (including all built-in auxiliaries) and frictional resistance has been deducted. This is usually expressed as the ratio between the effective power of the engine (brake horsepower) and the indicated horsepower as determined from indicator diagrams.

The mechanical efficiency of a Diesel engine is influenced by a great many factors, namely: the type and size of the engine, the quality of materials used in its construction and the workmanship, the lubricating oil system plays an important part, also the engine speed and the volume of cooling water used.

Regardless of the load on an engine the friction is nearly constant, so that any decrease in the engine load will cause a decrease in the mechanical efficiency. If too much water is used and cylinders are kept at too low a temperature, contraction of the cylinders may cause frictional resistance. For this reason new engines should never be forced or overloaded. Frictional resistance will be reduced considerably after the moving parts have been worn smooth. With proper care and attention a Diesel engine will run more smoothly, require less air in starting and reversing after two years of operation than it did when new.

The **thermal efficiency** of a Diesel engine is the ratio between the equivalent in heat units of 1 H.P. and the number of heat units actually consumed by the engine developing 1 H.P. In the Diesel engine the thermal efficiency depends principally on the transformation of heat-energy into motion and is affected by the ratio between the total cylinder volume and the clearance volume at the end of the compression stroke. It is also affected by the cut-off ratio (ratio between cylinder volume at the time fuel valve closes and the volume at top dead center of piston). In considering the indicated thermal efficiency it will be found to increase with a decrease in the cut-off ratio. This accounts for the economy of the Diesel engine at fractions of their full load capacity.

The fuel consumption per horsepower hour remains nearly constant from full to three-fourths ( $\frac{3}{4}$ ) load and increases only a very little at one half ( $\frac{1}{2}$ ) load. In the older type engines with lower compression pressures it was possible to burn the fuel, but high compression is necessary for high engine economy in the Diesel.

Of considerable interest to the engineer and for the successful operation of the Diesel is the volume of air drawn into the engine during the suction stroke. This is called the **volumetric efficiency**, and is the ratio between the weight of a cylinder full of air at the end of the suction stroke and the weight of a similar volume at some standard temperature and pressure. In order to determine the volumetric efficiency it is necessary to measure the pressure of the air during the suction stroke and divide it by the atmospheric pressure (14.7). Various engine features of design, speed, etc., have considerable influence on the volumetric efficiency. It will be found in the four cycle engine that during the suction stroke the air becomes more rarefied, lowering the volumetric efficiency because of the lower amount of oxygen in a cylinder full of air. The quantity of fuel which can be burned completely is governed by the amount of air (oxygen) present in the cylinder. The quantity of fuel will be lower in proportion with the lower volumetric efficiency. In the two cycle engine it is necessary to know both the pressure of air that fills the cylinder previous to start of compression and the percentage of pure air left in the gas filled cylinder. It is practically impossible to remove all the gases of combustion, and these impair the burning power of the air charge.

**Fuel**—The high commercial value of the Diesel engine lies particularly in its fuel economy and its ability to burn low priced fuels. The Diesel (in the sizes with which we are most familiar) is a self contained unit with the necessary auxiliaries built in and usually driven from the engine crank shaft. Space is conserved which can be employed for cargo, etc. In the matter of fuel storage considerable space is gained when considering coal for a steam engine of equal output.

The cleanliness, ease of handling both in loading and during operation are advantages in favor of the Diesel and its fuels.

Some of the fuel oils supplied to owners and operators of Diesel powered vessels are good, some are not so good. The wrong fuel may cause a great many annoying and expensive repairs, for while it may be possible to burn the oil, the expense in upkeep and delay due to tie-ups may be prohibitive. Without attempting to go into the chemical structure of the various oils it may be advisable to mention that fuels with a high hydrogen content are preferable, the gas is formed more quickly which permits more rapid burning and complete combustion.

The molecular structure of fuels has been under consideration for a great many years and may have some bearing on the usefulness of these oils as used in the Diesel. Oils from different sections of the country and foreign countries as well have been tested and found to vary considerably as to their suitability for Diesel fuels.

**Fuel knocks** with which we are all more or less familiar are usually the result of either too much or improper fuel. The generally accepted cause of these knocks is that they are due to a development of pressure on the unburnt (slow burning fuel) part of the charge which has been compressed and heated by that portion of the charge already burning. If a proper fuel is used the heat from combustion can be dissipated by means of the cooling water in the cylinder jacket, before the piston reaches the bottom of its stroke. On the other hand an improper or unsuitable fuel may cause after burning—burning which continues until the piston has traveled practically the entire length of its stroke. The result is an overheated piston and cylinder with the consequent danger of seizing or even complete failure. To the operating engineer a few facts relative to desirable fuel may be listed as follows:

1. It should burn completely and leave no carbon.
2. It should be free from all impurities that might clog the pipes or plug the small holes in the injection valves.
3. It should be fluid enough to flow freely to the pumps.
4. It should have a high heating value—viz. 18,000 to 19,000 B.T.U.
5. There should be no water present as this lowers the heating value.

It is advisable that every installation be fitted with a filter of some make or other. The fuel can be kept clean and free from impurities, thereby saving considerable expense in the maintenance of fuel pumps, injection valves, etc. It is the impurities in the oil that do not burn which find their way into the lubricating oil film on the cylinder walls and gradually work into the ring grooves—causing the rings to stick and form into hard gritty deposits which may score the cylinder. The small holes in the injection valve nozzle tips will be protected by filtering the oil—otherwise these holes become enlarged, causing poor atomization of the fuel with consequent poor combustion.

There are numerous other causes for carbon deposits and one should not be confused as to the actual cause of the condition found. As well as the fuel oil itself, any one of the following may be at fault: fuel pump, fuel nozzles, timing and fuel pump adjustment, and the lubricating oil and the cooling water.

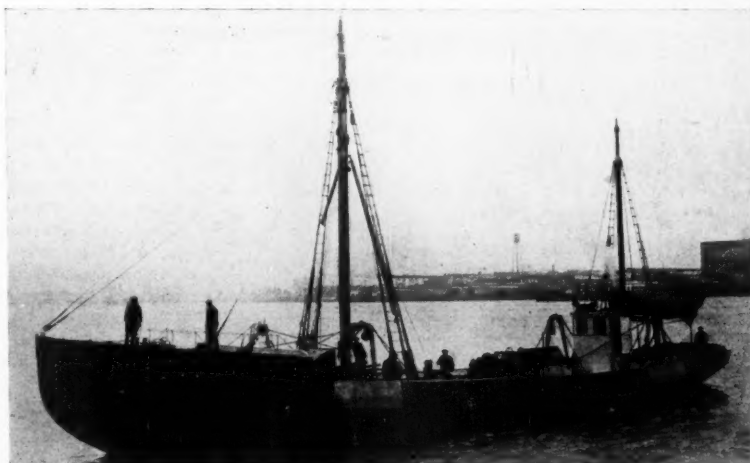
## New England Fishing Industry Can Be Doubled, says Fisheries Official

**A**N official of the Bureau of Fisheries has forecast a New England commercial fishing industry more than twice as large as that of today, which would serve the entire Middle-West with "quick-frozen" fish.

He declared that if New England commercial fishermen would get together and organize more closely they would be able to study packing methods and inaugurate advertising campaigns which would increase the earning capacity of the fishing industry by at least 100 percent.

He characterized the "quick-frozen" method of preserving fish as the most stimulating step in the fishing industry in years, and predicted that before very long large quantities of "quick-frozen" fish would be served in the heart of the interior of the country.

*The "Yankee", a wooden dragger owned by the Ocean Trawling Co. of Boston, 115 ft. 6 in. overall, powered with a 300 h.p. Cooper-Bessemer Diesel engine. She has a Worthington water-cooled compressor, direct connected with a 5 h.p. marine motor and operated by a General Electric remote control starter; a Worthington pump, direct connected with a marine motor; Edison batteries, Hyde propeller, Shipmate range, Plymouth cordage, and Grimsby nets; and is Vacuum lubricated.*



He believes that the public, especially in the Middle-West must be educated to the nutritional value of fish as a food, and that advertising campaigns should be carried on for this purpose.

The Bureau of Fisheries plans to put on a series of educational radio broadcasts to bring to the minds of the public the value of fish as a food.

### Exceptional Stock

The steamer *Brant*, Capt. Patrick Cody, owned by the Portland Trawling Co., arrived at the Boston Fish Pier on November 20 and weighed out 142,745 pounds of groundfish, mostly haddock and cod. They stocked \$5,851.46, one of the best stocks of recent years.

### "Illinois" Brings Up Part of Exploded Mine

On the 15th anniversary of the sinking of barges and fishing vessels off the Cape by the German submarine U-53, the Boston trawler *Illinois* returned to port on November 28 with a report that she had recovered from the bottom a part of an exploded mine believed to have been planted there by the German raider.

The object was a metal hemisphere which came up in the trawler's dragnet. It was identified as part of a German mine by a member of the crew of the *Illinois*, who served with the German navy during the war.

### Baby Owl on "Vandal"

On board the New Bedford schooner *Vandal*, arriving at the Fish Pier last month, was a baby hoot owl, which, car-

ried at least 200 miles from land, dropped onto the forecandle head while the craft was fishing on Georges. The bird was fed and watered and became a pet. An offer to donate the owl to the Franklin Park Zoo was declined, and for the present it will make its home on the *Vandal*.

### "Brookline" at Halifax

The Boston trawler *Brookline*, her deck and forward rigging coated with ice, put into Halifax on November 17th to land a deckhand who was rushed to the hospital.

The *Brookline* sailed from Boston on the 10th and was fishing on the Western Bank. She had 65,000 pounds of fish aboard when the man became ill. Realizing that his condition was serious, Capt. Theodore Jonsson gave orders to abandon fishing and head for Halifax.

As the vessel was putting out to sea again, one of the crew slipped and fell into the cold waters of the harbor. Capt. Jonsson and members of the crew heard him and a few minutes later pulled him ashore. He was taken to the hospital, suffering from a severe chill, and serious injuries.

### Vessels Drydocked

During the month of November the following fishing vessels were on drydock at the Atlantic Works: *Cornell*, *Mao IV*, *William J. O'Brien* and *Hekla*. At Green's were the *Mary*, *Mary E. O'Hara*, *Mary De Costa* and *Lark*.

### Eel-Grass Returning

The United States Bureau of Fisheries, aroused by the threatened economic loss to fishermen resulting from the disappearance of eel-grass along the Atlantic coast, from North Carolina to the Gulf of the St. Lawrence, is conducting laboratory experiments to determine the cause of its disappearance.

A Boston investigation, exploring the Massachusetts and Rhode Island coast, has discovered that thick masses of the grass are beginning to reappear, especially near the mouths of rivers and in ponds fed by fresh water.

Eel-grass is essential for the protection it affords scallops from their enemies in the water, and from the destructive heavy winds, as it holds the scallops securely in their beds. Many "sets" have been swept ashore by on-shore gales.

The absence of eel-grass also accounts for the dearth of eels in localities where they were formerly abundant.

While many reasons have been advanced, no one has yet accurately determined the cause of the decay of this sea grass. It is too early to tell whether the new growth will be permanent, and the situation is being studied carefully by bacteriologists and scientists in the United States and Canada, as well as England and France, which countries report that the eel-grass is gone from their shores.





The double-unit manufacturing plant of "Ocean Products", Fairhaven, N. B. The company's motor sloop "Annie G" is lying at the end of the wharf, and Capt. Walter Calder is seen scrubbing the boat's bottom with a broom.

## P. E. I. Oyster Production Increased

By M. E. McNulty

**I**NCREASED production of oysters is reported at beds located at Malpeque, Seal River, East River, West River, Vernon River and Orwell, on Prince Edward Island. The quality is also reported as excellent. An increase in volume of about 30 per cent has been made in the exporting of oysters from these beds this season. An average price of \$3 per barrel has prevailed through the season.

### Shediac Bay

At Shediac Bay, where oyster fishing was revived last year, the work of the oyster fishermen has been handicapped this season by rough seas and heavy winds. However, the price stood up nobly, rarely going below \$4.50 per barrel, and often being at the \$5 mark.

### Cocagne Bay

At Cocagne Bay, foul weather interfered considerably with the oyster fishing, the same applying to Buctouche, Shippigan and Caraque. However, the price per barrel did not drop below \$4.50, and this was the silver lining to the quantity cloud. The fisheries officers have been very active against illegal oyster fishing, and a number of prosecutions have been made at Shediac, Buctouche and Cocagne, particularly at Shediac. Buyers, dealers and shippers have been considered liable, under the law, to see that all oysters they handle are up to the measurements, which are 4 inches for long and 3½ inches for round oysters. Those with undersized bivalves in their possession are liable to fines. Also, oysters which are shipped in boxes and barrels without being inspected by the fisheries officers are liable to seizure, and the shippers to fines. All boxes and barrels containing oysters must, in the law, be marked with the minimum size of the oysters and names and addresses of the shippers.

### New Brunswick Locals of U. M. F. Meet

The second annual convention of the New Brunswick locals of the United Maritime Fishermen was held last month at St. Thomas, and over 100 delegates and members were present.

Many interesting addresses were given and lively discussions were enjoyed. A very valuable address was given by Alonzo St. Pierre of the Petit-Cap Local. Mr. St. Pierre talked on the method of handling lobsters for packing.

### Diesel for Small Boats

The Canadian Fairbanks-Morse Co., Ltd., of St. John, N. B., is now selling a Diesel engine for small open or semi-open boats. The engine starts immediately without air or pre-heating of any kind. It is a 1400 R.P.M. Diesel operating through a reduction gear so that the propeller will turn at 700 R.P.M. The engine is made of the finest materials, most of which were especially produced for this engine, it is simple to operate, extremely easy on fuel and has all the advantages of speed and power, according to reports.

## New Brunswick Herring, Pollock

By C. A. Dixon

**V**ERY good catches of stringing herring were made at Seal Cove, Grand Manan, during the latter part of November, as high as 150 hogsheads being taken in all the weirs some days. The fish were not sold for export but were taken ashore to local dealers for smoking purposes. There has been a fairly satisfactory pack of smoked herring at Seal Cove this year, but the villages on the upper end of the island have not done so well, the shortage there being heavy.

### Large Herring Plentiful

Large herring are reported as being quite plentiful in the tidal waters of Quoddy River but the fish will not come inshore and the weirs are not taking many. The fish are in excellent demand and a sharp look-out is being maintained by Lubec and Eastport boatmen who visit Charlotte County ports daily in search of suitable fish. All the Maine sardine factories have closed for the season, and it is reported that the Canadian plant of Connors Bros., Ltd., will close soon. The Black's Harbor plant has run steadily since early Spring and would run later if suitable herring could be found for sardine canning purposes. The two small sardine plants located at Fairhaven, Deer Island, have been busy and will remain open as long as fish are available.

### Brisk Demand for Dried Pollock

Pollock fishing is wound up for the year in the Charlotte County tidal waters. This year produced several surprises in relation to the industry. There were no squid in Quoddy River during the entire season. Fishermen were compelled to use herring bait on their handlines which were rigged hand-trawl style with from four to a dozen hooks on the standing part. Pollock stayed in Quoddy River several weeks later than the usual winding-up period, and fish were landed until after the middle of November. The demand for slack-salted pollock did not pan out as applied to the Maine markets but for the first time in several years the demand for dried pollock became brisk on the Canadian side of the line and large shipments are going forward from Deer Island and Campobello to Nova Scotia ports, chiefly Halifax. This latter surprise has helped out wonderfully, and it has been a welcome one indeed for hundreds of fishermen who had considerable stocks of dried pollock on hand. Prices have advanced recently and it is predicted that the local market will be bare of stocks before Spring. A better demand is also noted in the Maine towns and prices are advancing in sympathy with the general trend in Canada. Pollock for export sold from first hands for \$2.60 a quintal the middle of the month, and a Belfast, Me., man recently offered \$3.25 f.o.b. Eastport, it is said. H. W. Welch of Leonardville and Harry Jackson of Wilson's Beach, are buying pollock for Halifax, N. S., markets.

### Ailsa-Craig Engine Installed

A three cylinder 18-30 h.p. Ailsa-Craig Diesel engine has been installed in the new scallop dragger built by Roland Newman of Wilson's Beach. It is the first Diesel power-plant to be installed in the comparatively smaller powerboats of the Quoddy fleet, although a number of the sardine boats have crude-oil engines in them. The engine in the Newman boat was installed by Hillman Matthews of the St. John branch of the Fairbanks-Morse Co., Canadian agents of the Ailsa-Craig Works. Much interest is being evinced in local fishery circles in the engine which operates with a smokeless exhaust, it is said, and is as quiet as an automobile engine. The new boat is named *Ailsa Craig*.

### Haddock

The haddock being taken are of good size and catches range anywhere from three to five hundred pounds to a set. The extreme scarcity of bait in the Quoddy district has hampered the trawl fishermen considerably, and a number of boats were tied up the latter part of the month due to no bait being available some days. There are a few lots of herring being taken at Deer Island at the time of writing, and the Emery weir at Johnson's Cove is taking fairly good catches.



## Nova Scotia Schooners Lost

By H. R. Arenburg

THE schooner *Agnes Myra* has disappeared. Sputtering wireless messages on October 24 gave her position off Glace Bay, Cape Breton Island. Since then nothing has been heard from the staunch craft, built on the lines of the *Bluenose*. Grave fears are held that she has gone to the bottom, carrying eight men to their graves. Captain William Hubley, one of the best known of Lunenburg's skippers, was in command. The crew with him were: Gus Samson, Isaiah Conrad, Harris Tanner, Clarence Tancook, Doyle Knickle, Norman Chaisson, and John Currie. Fierce gales lashed the Atlantic the day after the *Myra* last reported herself and though seamen claim that the storm would have driven her far off the coast, it is feared that she either foundered or was run down in the darkness, with the latter supposition uppermost in the minds of many. The *Agnes Myra* sailed from Lunenburg on July 14 last, bound for the West Indies. A good voyage South was reported and the schooner returned to the Nova Scotian Coast where, until October 24, she lay part of the time off Halifax and part of the time off the Island of Cape Breton. At first it was believed the wireless of the vessel had broken down and no fears were felt for her safety but as time passed the owners' representatives ashore grew more anxious and the customs service was asked to send a boat in an effort to locate her position. So far they have had no trace of the craft. The *Agnes Myra* was built in 1926, by Smith and Rhuland, Lunenburg, for Captain Clarence Myra, of Riverport, and she was engaged in the bank fishing industry, until two years ago when she was purchased by Captain Hubley, her present owner. She was built along the same lines as the *Bluenose* and was not equipped with power. Last Summer, before starting on her trip to the West Indies the schooner received a complete overhauling and was pronounced in excellent condition. She had recently been supplied with spare canvas and additional rope.

### "Silver Thread"

The schooner *Silver Thread*, owned by Captain Samuel F. Cox and John B. Cox, of Halifax, was driven ashore at Blanc Sablon during a heavy gale and has become a total loss. The crew took the steamer at Blanc Sablon which is on the Canadian Labrador shore and were landed at Rimouski, from whence they came by train to Halifax. The *Silver Thread* was built at LaHave in 1917 and was registered at Lunenburg. She had formerly been engaged in the bank fisheries out of LaHave, but was bought some years ago by Halifax parties to replace a vessel formerly in the Labrador service.

### "Freda Himmelman"

A message received by Captain Alvin Himmelman advises that the Lunenburg schooner *Freda Himmelman* which was under charter to Rowlings, Limited, of Halifax, in freight service between Halifax and Newfoundland, is ashore at Port au Port, Newfoundland, and will probably be a total loss.

### "Excellence"

Schooner *Excellence*, Captain A. Rodway, belonging to the firm of A. Wareham and Sons was lost while on her way to Spain with a load of fish. The crew were rescued and taken to Trafalgar. The *Excellence* was built at LaHave, N. S., and was formerly owned by Zwicker and Company, Limited, who sold her to the Newfoundland owners last year.

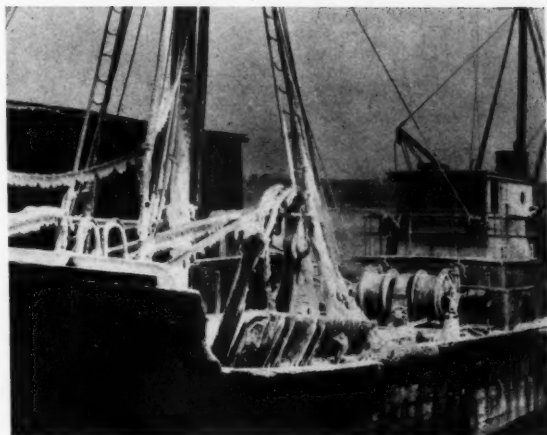
### Good Fares

The schooners *Ronald George*, *Robert J. Knickle*, and *Marguerite B. Tanner*, of the Lunenburg fleet have been fresh fishing out of Halifax for the National Fish Company and have been landing very good fares during the past month.

The auxiliary schooners *R. B. Bennett*, Captain Albert Selig and *Jean & Shirley*, Captain Warton, fresh fishing out of Lunenburg for the Lunenburg Sea Products, Limited, have been making good catches during the month.

### May Install Ice Crushing Machine

According to arrangements now being completed by A. E. Nickerson and L. E. Baker Co., of Yarmouth, an ice crushing



The Boston trawler "Brookline", as she looked coated with ice when she put into Halifax last month.

## Halifax Haddockers

By M. Ryan

HADDOCKERS out of Halifax during the Fall have been making some good catches, although the weather has been bad for some time.

Those making some of the best catches were the schooners *Ronald George*, *Robert J. Knickle* and *Marguerite B. Tanner*, of Lunenburg, fishing out of Halifax. Following is the fleet: Steamers: *Viernoe*, Captain Tidman; *Rayon d'Or*, Captain H. Hansen; *Lemberg*, Captain Samuelson.

Auxiliary Haddockers, (10 dories each): *Bruce and Winona*, Captain Arnold Parks; *Robert J. Knickle*, Captain Knickle; *Harriet and Vivian*, Captain William Deal; *John H. McKay*, Captain Ernie Mossman; *Marguerite B. Tanner*, Captain Angus Tanner; *Ronald George*, Captain Dan Romkey; *Howard Donald*, Captain Tanner; *Clarence J. Morrow*, Captain Cook.

Shore Boats: *G. E. Levy*, Captain Oxner; *Sunapee*, Captain Marsden Richardson; *Bluebeard*, Captain Richardson; *Loyalist*, Captain Donald Cleveland; *Naomi Ruth*, Captain Hubley; *Alma M.*, Captain Sperry; *Gladys E. B.*, Captain White; *Nelson L.*, Captain Langille; *R. B. Hutt*, Captain Hutt.

### New Method of Measuring Lobsters

Careful measuring of lobsters by Nova Scotia fishermen is being urged to comply with new regulations adopted by the State of Massachusetts.

Winter lobstering began in Western Nova Scotia, from Digby to Cole Harbor, on December 1st.

Under Canadian regulations lobsters of nine inches and over are legal pack.

Attention of lobstermen and shippers have been called to the new measuring regulations in Massachusetts abandoning the former nine inch size limit and calling for a measurement of 3 1/16 in. in length, measured from the rear of the eye socket along a line parallel to the centre line of the body shell to the rear end of the body shell.

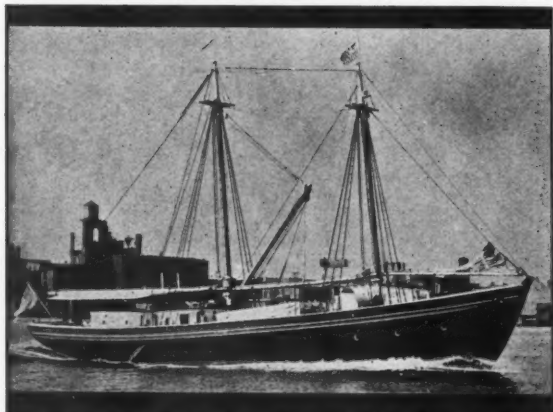
While generally speaking a nine-inch lobster as measured in Canada will fulfill the measurement required by the State of Massachusetts, this will not always be the case, as some lobsters measuring nine inches over all will not come up to the 3 1/16 inches body shell measurement.

The Canadian Department of Fisheries has been most active in instructing lobstermen regarding the change.

machine will probably be installed in one of the buildings on the L. E. Baker pier within a few months.

This equipment will prove of great assistance in furnishing crushed ice supplies to fishing schooners, and the new equipment will place Yarmouth in a most favorable position when fishing vessels stop there for ice and supplies.

# Another INSTALLATION

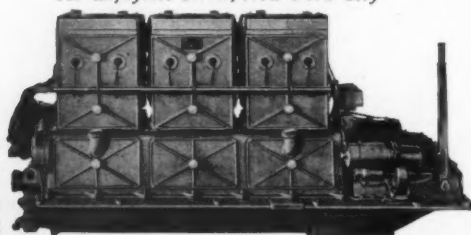


## U. S. C. G. VINCES NOW HAS A PAIR OF... MURRAY & TREGURTHA *fuel-oil engines*

The U. S. C. G. Vincennes is another in the series of boats that has recently installed Murray & Tregurtha marine engines. This very heavily-built Coast Guard supply ship, that regularly operates from Eastport, Maine, to Galveston, Texas, is now powered with a pair of our M-O-6 direct drive fuel-oil Engines, equipped with the Shore carburetor-manifold system. The Vincennes is 100 x 22 x 9 and now has a top cruising speed of 9 3/4 knots and a sustained cruising speed of 9 knots.

If you are considering building a new boat or replacing your present engines, a thorough acquaintance with Murray & Tregurtha fuel-oil and gasoline engines is recommended before arriving at a decision. They may be used wherever dependable power is essential and economical, smooth operation is required. They are quality engines that will serve and satisfy for many, many years. May we send further information?

Distributor for New York District: F. Benjamin Sexton,  
125 Lafayette Street, New York City



**MURRAY & TREGURTHA INC.**  
NORTH QUINCY, MASS.

## Boston Fish Pier Landings for November

Adventure	87,500	Imperator	112,000
Alice M. Doughty II	26,500	Ingomar	22,000
Alpar	52,000	Isabelle Parker	171,500
Alvan T. Fuller	91,500	J. M. Marshall	24,500
American	101,500	Joffre	56,000
Amberst	225,500	Killarney	124,500
Andover	62,000	Kingfisher	190,000
Andrew & Rosalie	72,500	Lark	160,000
Arthur D. Story	63,000	Laura Goulart	101,000
Babe Sears	28,000	Leretha	53,900
Billow	76,000	Loon	195,000
Boston	157,300	Magellan	17,300
Boston College	139,600	Maine	172,000
Brant	257,000	Marie & Winifred	34,000
Breeze	307,500	Maris Stella	108,000
Brookline	91,000	Marjorie Parker	29,700
Cambridge	157,500	Mary & Julia	27,000
Cape Ann	100,800	Mary De Costa	18,700
Catherine	118,500	Mary E. O'Hara	97,500
Comber	55,500	Milton	68,000
Coot	330,000	Newfoundland	35,500
Corinthian	123,500	Newton	204,500
Cormorant	199,000	Notre Dame	172,500
Cornell	214,600	Ocean	131,000
Dartmouth	287,000	Patrick J. O'Hara	148,000
Dawn	25,000	Pilgrim	74,000
Donald	103,000	Plover	90,000
Dorchester	163,500	Pollyanna	34,000
Doris F. Amero	32,000	Princeton	155,000
Ebb	241,000	Quincy	141,000
Edith C. Rose	54,500	Rainbow	68,000
Edith L. Boudreau	186,700	Reliance	22,000
Elk	44,500	R. Eguene Ashley	12,600
Ellen T. Marshall	93,500	Ripple	144,500
Elvira Gaspar	59,000	Rita B.	23,900
Evelina M. Goulart	41,200	Ruth & Margaret	37,000
Exeter	83,000	Ruth Lucille	33,500
Fabia	101,000	Saturn	174,000
Flow	212,500	Sea	139,500
Foam	257,000	Shamrock	150,000
Fordham	192,400	Shawmut	292,700
Frances C. Denehy	28,800	Spray	201,000
Funchal	26,100	Tern	227,000
Gale	246,000	Tide	102,000
Georgetown	201,000	Trimount	169,800
Geraldine & Phyllis	51,500	Vagabond	47,700
Gertrude De Costa	41,500	Vandal	47,800
Gertrude L. Thebaud	52,000	Venture II	77,100
Gertrude M. Fauci	166,800	Waltham II	43,700
Gertrude Parker	47,100	Wanderer	244,000
Gosoon	101,900	Wave	142,500
Gov. Al Smith	83,000	Whitcap	220,000
Harvard	199,000	Wild Goose	189,500
Hekla	104,500	Wm. J. O'Brien	178,000
Helen M.	25,400	William L. Putnam	68,500
Hesperus	108,000	Winthrop	220,000
Holy Cross	164,700	Yankee	52,100
Illinois	213,000		

## Capt. Doucette Radiophones

### Capt. MacDonald

CAPT. Alex. MacDonald, of Gloucester, owner of the *Marie and Winifred*, heard via radio telephone from Capt. Leo Doucette, of the Boston trawler *Gertrude M. Fauci*, that the *Marie and Winifred*, Capt. Jerome Noble, with a crew of 18 men, had lost her propeller while off the Nova Scotia coast on December 3, and had been towed into Halifax by the *Gertrude M. Fauci*.

Last month Capt. Doucette used his radio telephone to summon aid for an injured man while fishing on Georges, and the radiophone message was relayed to the cutter *Faunce* which picked up the *Fauci* and brought the injured man ashore.



## When Skippers Call "Dories Over"

There is a more confident feeling of safety if an International Flare-Signal Outfit is stowed aboard each craft.

When blanketed by fog or snow there will be less chance of dories being lost. Thick weather will not hold the same perils. There is less chance of schooners being run down by steamers. This signal works when horns and whistles are of no avail.

International Signal Outfits afford protection heretofore unknown for boats without radio. Fired by a hand pistol, an intensely brilliant Red Flare (30,000 candlepower) is suspended nearly 300 feet aloft, burning over 30 seconds and visible more than 25 miles in every direction, or over an area equivalent to 2,000 square miles. No trawler, schooner or dory should be without one.

Approved by the U. S. Steamboat Inspection Service. Adopted as standard equipment on all U. S. Coast Guard boats

and by passenger, cargo and tanker lines.

There are 3 types of Outfits, the Standard (illustrated); Junior; and a smaller watertight unit designed particularly for dories.

The following concerns will gladly show you the Outfits, explain the advantages and demonstrate for you, or write us for free illustrated circular. Walter H. Moreton Corp. or Westerbeke Fishing Gear Co., Boston, Mass.; McLaughlin Marine and Oil Co., Gloucester, Mass.; Mullins Fishing Gear, New Bedford, Mass.; The Harris Co., Portland, Me.; Dumont Marine Service, Inc., New London, Conn.; The Durkee Co., New York, N. Y.; Elisha Webb & Son Co., Philadelphia, Pa.; The James Walker Co., Baltimore, Md.



**INTERNATIONAL FLARE-SIGNAL CO.**

Franklin Street  
Tippecanoe City, Ohio

## Long Island Frosted Oysters

**T**HE Bluepoints Company, of West Sayville, has recently installed equipment for turning out frosted oysters. The oysters are packed under the seal of Birdseye Frosted Foods, which is a subsidiary of General Foods.

After being removed from the shells, the oysters are washed in a brine solution which improves their flavor. The washing takes place in big vats, which, when the process is finished, literally spurt forth a steady stream of the oysters.

The bivalves then go into the packing room. There they are placed in clean and attractive containers, 12 ounces to each package.

The packages are sealed in transparent, paraffin paper, and then placed in the huge refrigerating unit, in which they are fast-frozen at a temperature of 25 degrees below zero. They are taken out and packed in insulated cases with dry ice, and are shipped to a central distributing warehouse.

The flavor and quality of the oysters are in no way impaired by this process, and its benefits to the industry are many. The field is greatly widened, as the oysters can be kept a long time in the same fresh state and more stores will be able to handle them thus conveniently packaged. They also can be put up for sale throughout the summer months, during which time, previously, there has been no sale.

Approximately 1,500 packages of the frosted oysters are being put up daily at the local plant, with 12 men employed as shuckers and nine more in the package department. And the future looks bright, for frosted food is something comparatively new and as the product is advertised and the American housewife becomes aware of how readily obtainable and how delicious this food is, the demand is expected to increase steadily.

### Greenport Meeting Discusses Code

A group of over twenty of the commercial fishermen from

around Greenport attended the meeting held on November 25 in the Greenport Village Hall. Capt. Frank Tuthill, President of the Commercial Fishermen's Association, presided.

Portions of the National Code under which the fishermen operate were read by the Secretary. The subsidiary code which affects the fishermen of this vicinity was also explained.

The only two provisions of the proposed code affecting the fishermen of this vicinity are the prohibiting of catching of scallops on Saturday or Sunday, the limiting of the catch to 15 bushels to a single man and 20 bushels to two men, and the prohibiting of the shipment of fish in containers or boxes other than those bearing the name or private brand of the shipper.



Capt. Roger Carman, Baldwin, Long Island, New York, with a catch of cod fish on board his boat "Grace M. Denton". This catch was made with Burnham Tarred Lines.



The Needs of the AMERICAN Deep-Sea Fisherman have been supplied by us for the last 25 years.

We have given him the benefit of our World Wide Experience, and the knowledge we have gained in 60 years of trading.

Nets, Ropes, Twine, Doors and accessories sold by

MR. F. W. WILKISSON  
16 Fulton Fish Market  
New York City

THE JOHN CHISHOLM  
FISHERIES CO.  
35 Wharf St.  
Gloucester, Mass.

THE ATLANTIC & PACIFIC  
FISH CO., INC.  
21 Fish Pier, Boston, Mass.

MR. D. F. MULLINS  
Pier 4,  
New Bedford, Mass.

**The Great Grimsby  
Coal, Salt & Tanning Co., Ltd.**  
Head Office and Works:  
Grimsby, England



## GROUND GEARS in PALMER CLUTCHES

This great improvement, an exclusively Palmer Feature, is more than a refinement . . . it is a real economic advantage as well. These gears are silent because of hardness of the metal and the smoothness



of precision grinding reduce wear. The fact that Hardened and Ground Gears wear less means longer life for the clutch. Palmer, for 38 years, has adapted each and every proven advancement in design and construction . . . to produce the BEST POSSIBLE MARINE ENGINE.

**PALMER BROS. ENGINES, Inc.**

14 Water St., Cos Cob, Conn.

SEND FOR DESCRIPTIVE LITERATURE

## Aboard A Grimsby Trawler

By A. Harvey-Bailey

IT was with no mean feeling of enthusiasm and eagerness that I signed on as Spare Hand aboard the steam trawler *Cayrian* at Grimsby. On the day of sailing I was up betimes and made straightway for the fish docks, where I was to meet the skipper. My early arrival presented an opportune occasion for a general survey of this, the largest fishing port of the world. The coal and crushed ice supplies were being expeditiously loaded aboard the multitude of trawlers by mechanical conveyors, and from the funnels issued forth smoke, for the engines were steaming-up. Along the Pontoon the fish porters, clad in their frocks and wooden clogs, were laying various kinds of fish which had been landed in the early hours of the morning, and with the speed of experts grading and packing them into boxes ready for despatch to all parts of the country.

To the South nothing but cranes and huge mechanical conveyors were to be seen working to complete the new fish docks which, when finished, will considerably facilitate the entry and exit of the some six hundred trawlers stationed at this port, besides the large number of foreign vessels and cargo boats.

### The Method of Recruitment

Most of the crews of these trawlers are recruited by casual labor and I saw hundreds of men lined up outside the various ships' offices in the Docks "hoping to get ship", the majority, of course, being turned away.

I met the skipper—a typical short thick-set fisherman and hail-fellow-well-met individual, and we boarded the vessel. Much skill is called for in leaving the Docks, as the boats are drawn up very close to each other, and incidentally, if a skipper or any member of the crew arrives after the time scheduled for departure, his boat leaves without him and anchors just outside the docks, and he has to pay for a boat to take him to board his vessel; so the old adage "Better late than never" holds no favor with these men. Gradually order arises out of chaos, and, leaving land behind us, we make for the North Sea fishing grounds.

Our course was in a Northeasterly direction from the Spurn lighthouse for a distance of some eighty miles to the area known as the Southernmost Rough, in the midst of an area abounding in fish of all kinds. On our way out we pass several trawlers on their way to Iceland, equipped with their wireless receiving and transmitting sets, whilst here and there a herring drifter, a cutter or a picturesque Dutch sailing vessel.

### Shooting the Trawl

Reading the log dial we find that our destination has been reached, and the skipper telegraphs to the engine room "to get up steam" for the winches. The crew is called by the bosun and they don their oilskin frocks in readiness for shooting the trawl. The lead, with grease smeared on its bottom, is lowered for ascertaining the depth, and various things adhere to it, giving valuable information as to whether the bed is sandy or stony. The order is given by the skipper and the net cast overboard; then the trawl "doors" are lowered from the "gallows" which are placed on both fore and aft of the ship, there being two trawls, one on the port side and one on the starboard side. The winches are slackened and the "tickler", which drags along the bottom and stirs up the flat fish which bury themselves in the sand, is lowered. "Full Speed Ahead" is telegraphed to the engine room, and so begins the trawling operation.

In the daytime a fishing basket or a large ball is hoisted above the whaleback to denote that the vessel is fishing, while at night either a triple light, (green, red and white), is shown on the foremast, or the ordinary red light on port side and green light on starboard, with the white light on the foremast. This gives the right of way over other vessels at sea.

### Preparing the Fish

Some three and a half hours elapse—that is, if no obstructions have been encountered on the sea bed—and "hauling time" is shouted to the men. The winches are set in action



and the net is hauled in by the crew until the "cod-end" is reached, when a rope is put around, fixed to a jilson and hoisted to the fore part of the ship. The mysterious knot holding the "cod-end" is released by the bosun, and a host of struggling fish fall into the pounds on deck. The "cod-end" is again secured, the doors and net cast overboard and so begins once more the same operation.

Now the fish have to be sorted, gutted, cleaned with the deck-hose and stored in the ice-room; and when some twenty baskets of fish are caught this is no easy task. The livers are separated and stored in barrels placed "forward", and the money realized goes to the crew—this generally being about eight shillings a barrel. The sand, shell fish, multifarious specimens of sea growth and the fishes' innards are shovelled overboard and eagerly devoured by the Kittywakes, Mollymawks and Gannets which follow the ship.

#### All Work and No Play

The mate is responsible for the efficient storage of the fish—the larger ones being carefully placed in rows between layers of crushed ice, and covered with boards. Hardly has this been completed than the order is given for hauling, so little time is afforded the men for rest or meals. Then again the net might have fouled an obstruction on the sea bed, and its whole length been rent; but not to be discouraged or undaunted, the men get busy with twine and needles, not stopping until their task has been completed. This, perhaps needless to add, goes on day and night through all weathers.

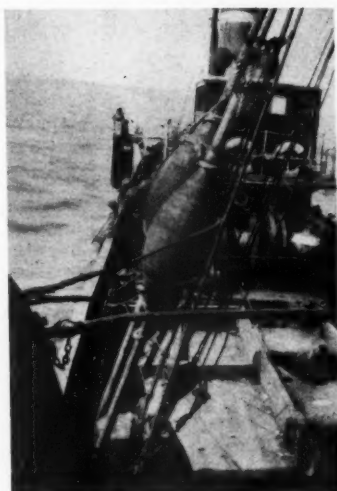
Fortunately for me—for fishermen are naturally superstitious about strangers or Jonahs as they call them—several good catches were made including mainly haddock, codling, some huge turbot, plaice soles and lemon soles. Prime fish was, of course, most sought after but several dogfish, catfish, congers and everything ranging from a squid to an octopus, came to net. When a good catch is made a buoy is lowered and anchored, so that locating that particular spot is quite simple; owing to the strength of the tides, without this, the task is well nigh impossible.

#### Returning to Port

The skipper then takes the "chance" to return to port; I say "chance" because of the state of the market which might mean that another day out would find a higher market price prevailing, to the consequent advantage of the skipper. However, at his command everything is hauled aboard and we head for shore. Arriving near the Docks we see many trawlers and cargo boats already waiting patiently for the tide to enter. At the Docks' entrance the depth of the water is signalled to us by a system of hoisting balls—one ball signifying that the water is fairly high, while three mean that it is high. Trawlers enter in sections of ten, and a small tug winds its way around the trawlers telling them their numbers and sections. The tug then gives four or five blasts to give the signal to be ready, and with a further long blast anchors are lifted and the ships enter methodically.

#### The Crew

These trawlers are manned by a crew of nine, there being a trimmer, cook, two deckhands, bosun, mate, chief engineer, second engineer and skipper.



On the Grimsby trawler "Cayrian". The trawl doors can be seen fore and aft, while two buoys can be seen lashed to the rigging.

## WATERFLEX CORDAGE

THE superior strength, endurance and water-resisting qualities of WATERFLEX—the scientifically lubricated rope—in the most difficult kinds of service have made it the choice of critical users and discriminating buyers of cordage.

In the manufacture of WATERFLEX, the patented waterproofing compound permeates the fibres and also forms a protective exterior coating.

WATERFLEX will not kink, nor harden or swell appreciably when wet. Retaining its original size and lay, it will run freely through blocks and over sheaves. Rotting of fibre is retarded by the WATERFLEX treatment, and the useful life of the rope greatly increased.

In view of its greater durability and other proven advantages, WATERFLEX costs no more in the long run than ordinary cordage.

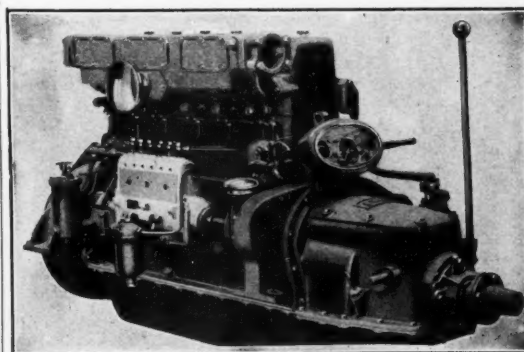
### The Utmost In Rope Value

## WHITLOCK CORDAGE CO.

46 South Street  
New York



226 State Street  
Boston



Buda M.A.N. Full Diesel 6 cylinder 65 to 85 H.P.

## A FULL DIESEL

### For the small boat

—and with the Shock Absorber Head!

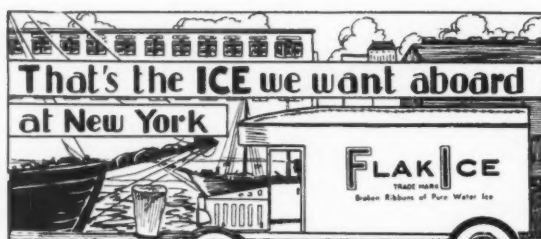
Not until Buda introduced the 6-DM-415 has the owner of the small boat, the small cruiser or work boat, had such an opportunity for a reduction in fire hazard, increased cruising range and low cost operation. These were advantages that heretofore only large boat owners could enjoy.

Here is a full Diesel engine that weighs only 17 lbs. per H.P. with all the features that have made the large Buda Diesels so popular. It has 6 cylinders, develops 85 H.P., is electrically started and can be had with or without reduction gear. Add to this the Shock Absorber Head—an exclusive Buda feature that softens the shocks and assures clean quiet combustion and smokeless exhaust.

—and the price too is within reach of every small boat owner. Why not send for catalog 811 on this wonderful engine. Write today!

## THE BUDA COMPANY

Factory and Gen'l Offices: HARVEY (Chicago Suburb) ILLINOIS



### When ready for ICE

go to the telephone at the end of the FULTON STREET DOCK—call CHelsea 3 3104.

The FLAKICE truck will be there when you are ready for it.

Once you have filled up with FLAKICE Water Ribbons you will never go back to old-style ice.

FLAKICE ribbons will save you money because you'll need less tonnage. It's far easier to handle in the fish hold . . . cannot freeze together in lumps. Uniform in thickness, it cannot bruise the fish.

Manufactured by

**BROOKLYN BRIDGE FREEZING  
& COLD STORAGE CO.**

FLAKICE Water Ribbons are distributed by  
**SURBRUG ICE PRODUCTS, INC.**

DEALERS EVERYWHERE CARRY AMPLE STOCKS



### When an irresistible force meets an immovable object

A projecting rock or broken-off pile is immovable enough to qualify with any boatman. With impact, Hyde Bronze will bend, thus relieving the shock that might otherwise be transmitted to the shaft or strut and cause their damage. And a Hyde Bronze Propeller can be straightened cold to get you home. Furthermore, Hyde Propellers never lose their pitch in use.

**HYDE WINDLASS CO., BATH, MAINE**



Send for this booklet, "Propeller Efficiency". It tells you about Hyde Propellers, Stuffing Boxes and Struts, and other Hyde Products that always get home safely.

## Motor Boat Show

### One Hundred Manufacturers will Exhibit

THE 29th Annual National Motor Boat Show, under the auspices of the National Association of Engine & Boat Manufacturers, will be held in Grand Central Palace, New York City, opening Friday, January 19 and closing Saturday, January 27.

Exhibitors who have signed for space are looking forward to an up-turn in business next year. Many have reported an increase in their 1933 production schedules over last year, and state that increasing inquiries indicate a brighter outlook for 1934. This feeling of optimism is being reflected in the increased Show space sales, which already exceed last year's total.

Further advancement in the development of marine engines will be revealed at the Show, as indicated by an increased number of exhibitors in this department. Space has been allotted for 24 marine engine exhibits, including manufacturers of both Diesel and gasoline engines.

The accessory department is rapidly being filled by both old and new exhibitors, over 40 applications having been received already.

The Show attracts visitors from all over the country and abroad, and because of the increased interest being manifested in the coming exhibition, it is confidently expected that the attendance figures will exceed those of the last Show, which were greater than for the previous year.

Ira Hand, Manager, states that the committee is gratified by the early interest in the coming exhibition, which indicates confidence in a distinct advance in production and sales for the coming year.

### Among the Landings at Fulton Market For November

Anna	29,000	Martha M. Murley	19,000
Anna C. Perry	22,000	Mary A.	10,000
Anna Louise	15,000	Mary & Julia	20,000
Chas. E. Beckman	15,000	Mary R. Mullins	28,000
Chas. S. Ashley	14,000	Massasoit	23,000
Dagney	20,000	Minnie V.	30,000
Doris Amero	15,000	New Bedford	60,000
Elizabeth A.	11,000	Newfoundland	36,000
Francis J. Manta	19,000	Pioneer	31,000
Friars	27,000	Plover	67,500
Hope	12,000	R. Eugene Ashley	24,000
Ivanhoe	21,000	Sea Ranger	107,500
Julia	55,000	Viking	54,000
Katherine F. Saunders	30,000	Wamsutta	39,000
Malvina B.	15,000	Wm. H. Killigrew	30,000



The "Wamsutta" of New Bedford, Mass. Equipped with Willard batteries.



Portland, Maine, fishermen mending gill nets. This Tanglefin netting was sold by C. A. Francis, of the Portland Net & Twine Co.

### Simplicity and Ease of Control

**S**IMPLICITY and ease of control are among the outstanding characteristics of the Murray & Tregurtha fuel-oil engines, using the Shore carburetor-manifold equipment. They are similar in construction to the gasoline models with the exception of the fuel vaporizing equipment. You can forget that they are fuel-oil engines, for the control equipment is the same as for standard type gasoline engines. This is a decided advantage as any one who is familiar with standard type gasoline engines should have no difficulty in operating Murray & Tregurtha fuel-oil engines. Many of these engines are being operated by men who have had no experience with fuel-oil engines, and some of the operators have had very little experience even with gasoline engines.

These engines start on the same fuel oil that is used for running, and the fuel vapor passes to the cylinders and is fired in the usual manner by the spark plugs. Not only are the engines simple to operate, but the number of working parts is reduced and none are subjected to severe strain or stress. This helps to account for the unusually low maintenance cost.

Simplicity and ease of control and dependable, smooth and clean performance account for the increasing popularity of the Murray & Tregurtha fuel-oil engines. There are no high-pressure fuel pumps, spray nozzles or close adjustments to require frequent attention, and the fact that they do not require a trained operator or maintenance engineer is in a measure responsible for the increased interest and sale of these engines during the past year.

### Two New Grays

**T**HE Gray Marine Motor Company announces two new additions to the complete GRAY LINE of marine motors from 5 to 150 H.P.

The new Gray "Four-40" motor is the newest "Four" with a bore of  $3\frac{3}{4}$  in. and a stroke of 4 in., giving it a displacement of 143 cu. in. Only 36 in. overall length, with complete built-in clutch and reverse gear, and weighs but 490 pounds. Develops 43 H.P. at 2400 r.p.m. Can be equipped with 2:1 built-in Reduction Gear at slight additional cost.

The new Gray "Light-SIX" is a medium duty cruiser type of engine suitable for replacing older four-cylinder Models where the owner wants the smoothness of a Six at the cost of a Four.

The "Light-SIX" has a bore of 3 in. and a stroke of 4 in. with 170 cu. in. displacement,  $43\frac{3}{4}$  in. overall length, certified weight 577 lbs. Four bearing crankshaft,  $2\frac{1}{8}$  in. diameter, pressure lubricated throughout.

Both of these motors have been designed especially for economy and long life and are equipped with all the latest Gray improvements. Complete details and catalog describing the above two motors are available for the asking from the Gray Marine Motor Company, 672 Canton Avenue, Detroit, Michigan.



## TANGLEFIN NETTING

THE BEST NETWORK  
ON ANY WAVE-LENGTH

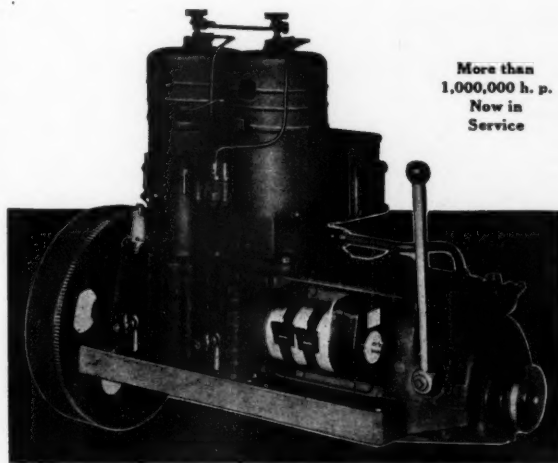
*Linen and Cotton Gill,  
Seine, Pound and Trap  
Netting*

ASK FOR  
INFORMATION

NATIONAL NET & TWINE CO., Inc.

80 FEDERAL STREET  
BOSTON, MASSACHUSETTS

Branches at  
Gloucester - Milwaukee - Erie  
and  
J. S. Johnson Co., Baltimore, Md.



More than  
1,000,000 h. p.  
Now in  
Service

### RUGGED—for men who know the sea!

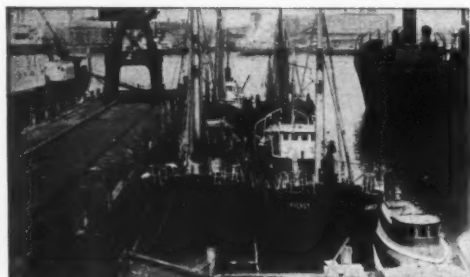
This is the engine for the man who isn't afraid of a little thrashing out where the water is deep. Its honest 50 h.p. will take you there and bring you back without a moment's hesitation. Quick starting in cold weather, light weight, (less than 40 lbs. per h.p.), minimum space needed, anti-racing governor, reverse gear, low fuel cost; electric starting, if you choose—Ask all about these things today.



Write to  
**BOLINDERS**  
DIESEL ENGINES  
33 Rector St., New York, N. Y.



## Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices:  Bethlehem, Pa.

General Sales Offices: 25 Broadway, New York

Boston Office: 75 Federal St.

# BETHLEHEM

## Hathaway Machinery Co.

Original  
Flax Packed  
STERN BEARINGS  
New Bedford, Mass.

# PLYMOUTH

• SHIP BRAND MANILA ROPE •

### Outfit with Plymouth

ANCHOR CABLES	BUOY LINES	PURSE LINES
RUNNING RIGGING	TRAWL LINES	TOWING LINES
MOORING LINES	SEINE LINES	POT WARP
DECK LINES	HOISTS	NET ROPES
		MARLINE
		LOBSTER TWINE

#### Three Preservative Treatments

COP-PAINTED	COPPER OLEATE	SEA-PROOF
More Dependable	— Longer Wearing —	Easier to Handle

PLYMOUTH CORDAGE COMPANY

North Plymouth, Mass., and Welland, Canada

SALES BRANCHES

New York Chicago Boston Baltimore New Orleans San Francisco

THE ROPE YOU CAN TRUST



The "Margaret", owned by Capt. Einar Nelson of Beaufort, N. C., recently equipped with a 50 h.p. W-7 Bolinders Diesel engine. Capt. Nelson's boat is 48 ft. long; 14 ft. 6 in. beam, and 6 ft. depth.

### New Bolinders for "Margaret"

CAPT. Einar Nelson of Beaufort, N. C., has recently installed in his boat *Margaret*, a 50 h.p. W-7 Bolinders Diesel engine. The *Margaret* is 48 ft. long, 14 ft. 6 in. beam, 6 ft. depth, of very heavy construction.

Capt. Nelson reports that he made the trip from New York City to Wildwood, approximately 175 miles, in 19 hours, in a very heavy sea, and used 40 gallons of fuel which cost him 6¢ a gallon.

From Wildwood he went to Beaufort where he refitted for Southern fishing, and is now in Florida waters, making his headquarters at St. Augustine.

Capt. Nelson, in commenting on his new engine, emphasizes its flexibility, its very light weight, and the small amount of space required.

The engine operates normally at 800 r.p.m. The propeller wheel is 26 in. diameter, 16 in. pitch. The bore of the engine is 7 1/8 in. and the stroke the same. The engine is clean cut, smooth, without any unnecessary piping, and is controlled manually from the pilot house from 350 to 850 r.p.m.

### Boat Builders for 25 Years, and Distributors of Pettit Paints

THIS year will complete the quarter century mark for Frank C. and Frank P. Smith, as boatbuilders at Jonesport, Maine.

At the present time F. P. Smith & Company are engaged in building their 240th boat. This is a 30 foot Jonesport model, and her owner will be Harvey Bagley of Portsmouth, New Hampshire, who will use her as a fishing boat.

In addition to building new boats, the Smith Company do considerable repair work on the local fishing fleet. They also sell gas, oil and paint to the fishermen. They stock Pettit Paint Company's Marine Paints.

F. P. Smith & Company is an interesting call to make, and a cordial welcome awaits all visitors.

### Eveready Flashlight

THE most powerful type of flashlight ever made to sell at a price within everybody's reach is announced by National Carbon Company. This new Eveready Special Focusing Searchlight, No. 2647, has a range of more than 2,200 feet, making it almost the equal of the famous giant Eveready No. 2645, developed for Coast Guard use. It is 14 1/2 inches long, of rugged construction, with silver and black striped case, and lists at \$1.00 without batteries.



Creasey Ice Breaker at the fish packing house of Sam Cahoon, Woods Hole, Mass.

### Buda Features for Fishermen

**R**APP-HUCKINS, Inc., North Station Industrial Building, Boston, New England distributors for the Buda fisherman's engine, mention the following features as being of particular interest to fishermen.

Big crank shaft, long connecting rods, cast iron pistons, length of cylinder walls, replaceable valve seat, water distributor, size of timing gears, construction of camshaft, valve lifter guides and valve lifter, water jacket cover plate, and cast iron oil pan.

### Kinney Bulletin

**K**INNEY Manufacturing Co., 3541 Washington Street, Boston, Mass., have just issued an attractive and practical bulletin describing the Kinney disc actuated spiral friction hauling clutch for operating auxiliary equipment on fishing boats. The bulletin is illustrated with photographs and drawings, and gives tables of dimensions and prices.

### McIntosh & Seymour Boston Office

**M**CINTOSH & Seymour Corporation, division of American Locomotive Co., have opened a New England office for the sale of Diesel engines at 88 Broad Street, Boston, Mass. F. C. MacKrell is District Manager, and associated with him is J. French Baldwin.

### Red Wing Oil Engines

**R**ED Wing Motor Co. of Red Wing, Minnesota, state that their new 4 cylinder, 4 cycle, fuel oil marine engines will be of interest to fishermen on account of their great operating economy and their reasonably low weight and compact dimensions adapting them to the medium sized craft.

The Hesselman cycle is employed. On the intake stroke the cylinder is filled with air only, the amount being metered through a balanced throttling valve, and proportioned to the load requirements. A specially designed intake valve directs the air and imparts to it a rotary movement in the cylinders. The air is compressed to a greater degree than in a gasoline engine but not to the same extent as in a Diesel. When at the top of the compression stroke a high pressure Bosch injection pump delivers a quantity of heavy fuel in the correct amount to insure complete combustion. The fuel is injected through special Hesselman injectors which throw it into the rotating air stream where the fuel is intimately mixed with the air. At this moment a special spark plug fires the fuel mixture. The mixture ratio in the zone surrounding the spark plugs is always within the necessary limits for instantaneous combustion independent of the load or speed. At the end of the power stroke the exhaust valve opens and releases the burnt mixture, and the cycle is repeated.

Two sizes are now available with or without reduction gear, 70 H.P. and 30 H.P.

### JOE O'NEILL

Commission Dealer

For best results ship your fish to me. Specializing in lobsters, shad, scallops, halibut and swordfish. Commission 7%.

Highest Prices—Quick Returns  
5 Administration Bldg. Fish Pier, Boston

### SHERMAN B. RUTH

Complete Line of Fishermen's Supplies Including

WALL ROPE  
HENDERSON & JOHNSON PAINTS  
PELUEGER HOOKS  
UNION TWINE COMPANY'S TARRED LINES  
Complete stock carried on hand at all times

28 Hancock St. Gloucester, Mass.

### WRITE FOR NEW BULLETIN



### HAULING CLUTCH

For Trawling Gear on the Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

**KINNEY**

MFG. CO.  
3541 Washington St.  
BOSTON

### THE DANE RADIO COMPASS and DIRECTION FINDER

The RITCHIE FISHERMAN  
COMPASS

E. S. RITCHIE & SONS  
115 Cypress St., Brookline, Mass.



### USE THE BEST "JERSEY CITY" COPPER PAINT AND TOPSIDE PAINTS

SINCE 1861  
MADE BY  
**PETTIT  
PAINT  
CO., INC.**  
JERSEY CITY  
N.J.



SEND FOR FREE COPY ATLANTIC COAST  
TIDE TABLES; FIGURES FOR EVERY HARBOR

When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market  
FOR BEST RESULTS SHIP TO  
**R. S. HAMILTON COMPANY**  
On the Boston Market over 30 Years  
17 Administration Building Fish Pier, Boston, Mass.

**LOBSTERMEN**

Gray makes special  
Motors from 20 to 70  
h. p.

Write for free cata-  
logs and tell us about  
your boat.

**GRAY MARINE MOTOR COMPANY**  
672 Canton Avenue, Detroit, Michigan.

Anything from a Needle to an Anchor  
**Commonwealth Ship Supply Co., Inc.**  
VESSEL SUPPLIES

Distributors of  
Pflueger Hooks and Union Twine Company's Tarred  
Lines; Groceries and Provisions  
**243 Northern Ave. Boston, Mass.**

**GEORGE C. SENECA****Seeking Position**

IN COMMERCIAL FISHING TRADE

Formerly with The Linen Thread Co. 14 years  
Have traveled the Southern territory and well acquainted  
and have good following

Address  
**GEORGE C. SENECA**  
32 W. Beaver St. Jacksonville, Florida

**TRENHOLM THE "ENGINE MAN"****THE BRIDGEPORT**

For Medium and Heavy Duty Fishing Work

**MODEL A FORD CONVERSION**

**\$195**

**THE MONMOUTH**

Medium and Heavy Duty

**MIDSHIPMAN II**

20 H. P. to 34 H. P.

**CONVERTED MARINE MOTORS**

30-45 H.P. \$195 30-50 H.P. \$295 50-85 H.P. \$395

12 Months' Factory Guarantee

For complete information on these marine engines write

**J. L. TRENHOLM**

265 Atlantic Ave.

Boston, Mass.

**The Fishing Gear Mart**

Use this page to buy or sell any kind of Fishing Equipment.  
Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN,  
Inc., Goffstown, N. H.

**MARINE BARGAINS**

Buy now—prices are bound to advance. Friendship sloop, 26 to 45 ft., \$250 and up. 34 ft. x 8 ft. Trunk cabin fish boat, 35 H.P. Kermath powered, now in commission, \$500. 38 ft. x 10 ft. cabin fish boat, Kermath powered, McLain built, like new, \$1290. 62 ft. twin screw fishing schooner, fitted for party fishing, \$2000, and many others—tugs, freighters, smacks, etc. Marine Engines: All types and sizes, propellers, magnetos, reverse gears, etc. Advise us as to your requirements. KNOX MARINE EXCHANGE, Camden, Maine.

**FOR SALE**

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

Fishing boat *Minerva*. Length 42 ft., beam 12 ft. 6 in. 50 h.p., 6 cyl. Palmer. Price \$2,500. Inquire Capt. H. Reiter, Greenport, New York. Telephone 599.

94 ft. fishing schooner. Equipped with two 45 h.p. C-O Engines. Boat and engines in very good shape. Jos. Butler, 239 Union St., Jersey City, N. J.

A 35 ft. knockabout sloop. Four bunks in cabin, no engine, \$450. One 26 ft. auxiliary keel cat boat, Crosby built, 18-24 Red Wing motor, \$2200. 33 ft. auxiliary centerboard yawl, F4 Scripps motor, \$900. 23 ft. auxiliary cat boat, 4 cylinder Palmer, \$950. Write or call Falmouth Marine Railways, Falmouth, Mass.

A newly built lobster fishing boat, heavy construction throughout. V-bottom type with 6 cylinder converted marine engine. Reasonable for quick sale. Acme Boat Co., Westport, Mass.

48 ft. converted cabin cruiser, 90 H.P. Sterling engine, recently overhauled. In good condition. Make fine party fishing boat. Also 40 ft. fisherman, 40 H.P. Bridgeport, all in good condition. Reasonable for cash. James Fiore, 28 T Wharf, Boston, Mass.

Lobster smack, *Hilda Emma*, 52 ft. long. Equipped for trawling or would make fine fishing party boat. Reasonable for quick sale. E. Jameson & Sons, Portsmouth, N. H.

**Statement of Ownership**

Statement of ownership, management, etc., of ATLANTIC FISHERMAN, published monthly at Manchester, N. H., required by Act of August 24, 1912. Editor, P. G. Lamson, Goffstown, N. H. Publisher, P. G. Lamson, Goffstown, N. H. Owners and stockholders owning or holding one per cent or more of the total amount of stock: Atlantic Fisherman, Inc., Goffstown, N. H.; G. L. Read, Goffstown, N. H.; Gardner Lamson, Goffstown, N. H.; Hugh Lamson, Goffstown, N. H.; P. G. Lamson, Goffstown, N. H. Known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities. None.

P. G. LAMSON, Publisher.

Sworn and subscribed to before me, this 29th day of November, 1933.  
OTIS F. SUMNER, Notary Public.



n  
d  
"

e,  
y  
in  
T

or  
le

AN,  
ust  
G.  
old-  
ner  
G.  
and  
otal

933.